MICROFILM

START OF ROLL

ROLL NO. 3

CONSTRUCTION CONTRACTS

Begins with: Contract #311,563

CONTRACT # 311,563

PR 50 Corvallis-South 1921

311,563

[redacted]

December 16th, 1924.

Mr. E. A. Collier,
Resident Engineer,
Albany, Oregon.

Dear Sir:

Receipt of your letter of December 13th, in reference to crack surveys on the Corvallis South Section and the Salem South Section, is acknowledged.

We are sending to you today under separate cover a blue print copy of Mr. Wright's survey, which was submitted to the Salem office February 16th, 1922, and also inspector's daily reports on both the Corvallis South Section and the Salem South Section, which reports please preserve carefully and return to the Salem office files when you have finished with them.

On looking over Mr. Wright's plat, it strikes me that an excellent method in platting up your new Corvallis South survey would be to construct a new sheet upon the same scale and in the same manner as Mr. Wright has, so that the two could be super-imposed for comparison purposes./

There is apparently nothing in the files covering report or survey on the Salem South Section, and it is my opinion that in all probability no such survey has been made.

Yours truly,

J. S. Sawyer,
Division Engineer.

JSS:ER

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

ANSWERED
J. S. SAWYER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 16 1924
DIVISION ENGINEER

RECEIVED
DEC 15 1924
OREGON
STATE HIGHWAY COMMISSION

Albany Oregon Dec 13 1924

Mr J S Sawyer

Division Engineer State Highway

Salem Oregon

Dear Sir;

In regard to crack survey made on Corvallis South Section by Mr Wright several years ago. Cornett says this was made up on henskin paper and sent to Salem and that the originals were used up for traffic count so there is nothing in this office.

If the said henskin can be found please mail it to me. Also please send Inspectors daily reports on this section and or Salem South section. Plan to walk over these two sections soon platting cracks and other defects on level note paper, and work up sheet showing % of panels with corner, transverse and longitudinal cracks in each mile or other division if a more logical one presents itself such as different subgrade or material used. Has a survey been made on this Salem South section?,?

Yours Truly

E A Sellers

Resident Engineer

October 29, 1923.

P R 50

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

Replying to yours of October 25rd relative to Oregon Federal Aid Project No. 50, Corvallis-South Section of the West Side Highway, would say that it is our intention to fill the cracks in this concrete as soon as possible and we confidently expect that the work will be completed this present week.

Very truly yours,

State Highway Engineer.

RAK:LM

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

October 23, 1923.

RECEIVED
OCT 25 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

In making a maintenance inspection of Oregon Federal Aid project #50, Corvallis-South section of the West Side Highway, it was noted that approximately 20% of the panels were cracked to some extent, and that the cracks have not been filled with bitumen. This should be done as soon as possible, as the rainy season has already begun and damage to the subgrade may result from the open cracks in the pavement.

Yours very truly,

C. H. Purcell,
District Engineer.

By [signature]
ACTING DISTRICT ENGINEER

REFERRED TO
Sawyer
BY R. A. K.

Report to me on this. R.A.K.

Wright will pour this jot this week J.O.S.
10-29-23

December 8, 1922

Fidelity & Deposit Co. of Maryland,
Claiborne D. Porter, Agent,
Sasse Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 565 for the construction of the unpaved gaps on the Corvallis - South Section of the West Side Highway consisting of 0.2 miles of concrete paving has been completed by the contractor, B. H. Bartlett and that final settlement will be made by the State with said contractor for work done under said contract on or after December 18 th 1922.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

JM

November 10, 1922

Fidelity & Deposit Company of Maryland,
c/o Clarence D. Porter, Agent,
Gasco Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that it is the intention of the State Highway Commission to make semi-final payment to R. H. Bartlett on contract No. 563 for 0.2 miles of concrete paving on the unpaved gaps of the Corvallis-South Sectionof the West Side Highway in Benton County.

Your attention is called to the fact that the time limit on this contract expired on September 15, 1922.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By .

Secretary.

JMcF:LH

October 14th, 1922.

Bureau of Public Roads,
Portland, Oregon.

Gentlemen:

Herewith we are returning to you voucher submitted on the Corvallis South Section, Oregon Project No. 50.

The amount for new gravel in the main contract has been corrected to read "$20,932.50." This is a typographical error and was noted before sending you the previous estimates, but through oversight, the correction was made only on the original copy.

We do not understand the various other corrections which your letter states. On August 14th we submitted to you revised estimate to be substituted for the then controlling estimate in the project agreement. We were advised by you under date of October 5th that this estimate had been substituted for the prior one. The final voucher is based upon this later estimate.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSouza.

AP

DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

October 13, 1922.

RECEIVED
OCT 14 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are herewith returning the final voucher covering Oregon Federal aid project No. 50 (Corvallis-South Section) for the following corrections:

A. Agreement Estimate should be $225,390 instead of $231,874.29.

Amount for item "New gravel" in main contract should be $20,932.50 instead of $20,943.50.

Under "Total" the agreement estimate should be changed to read $225,390 which would give a net over-run of $5,567.41. This added to Engineering and Contingencies would give a total of $23,635.58 instead of $18,068.17.

G. Should be changed to read $21,300.70 instead of $15,733.29.

The total Federal aid payable is correct.

Please make the above corrections and return to this office, for certification.

We are holding the papers which were attached to this voucher, and will submit them with the corrected voucher.

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

Enclosure

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

October 5, 1922.

Mr. Herbert Munn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith one copy of the revised estimate for Oregon 50, Corvallis-South section, 7.96 miles concrete paving. This has been substituted for the agreement estimate for the purpose of auditing vouchers.

Yours very truly,

District Engineer.

RECEIVED
OCT 6 - 1922

October 2nd, 1922.

Bureau of Public Roads,
Post Office Building,
PORTLAND, OREGON.

P. R. 50

Gentlemen:

Herewith we are enclosing four copies of final voucher on the Corvallis - South Section, Oregon Project No. 50, in the amount of $19,786.65. This voucher is accompanied by one copy of field estimate, four copies of certification that no liquidated damages were collected and three copies of unit price for gravel placed in the shoulders subsequent to the termination of the original contract.

You will note by the estimate that this work has not been entirely completed, there remaining to be done some additional shoulder material to be put on. However, we are desirous of receiving final payment and closing the project on our books during the present biennium, and are therefore sending you the estimate at this time. You will recall that the project was once accepted pending the placing of additional shoulder material, without regard to the paving of the gaps. This additional shoulder material has since been placed, and it would appear to us that the project is in a condition for final acceptance without reference to the small amount of additional shoulder work which has yet to be done on the portions paved under the later contract. As we are really very desirous of receiving final payment during the present month, we would very much appreciate your approval of this voucher.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by S. W. DeSouza.

2PA1

September 2nd, 1922.

Mr. J. O. Wilson,
County Judge Benton County
Corvallis, Oregon.

Dear Sir:

We have your letter of September 1st relative to the elimination of the present detour around our new concrete pavement at the Rickard fill on the Corvallis south section.

It is our plan to eliminate this detour twenty-eight days after the completion of this section. Our Resident Engineer, Mr. W. K. Wright will see that this plan is carried out promptly at the proper time.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By J. C. Mallod
Division Engineer.

JCM:AP

cc Mr. W. K. Wright, Ass. Engr.,
Albany, Oregon.

Benton County OREGON

OFFICERS OF BENTON COUNTY
J. O. WILSON, COUNTY JUDGE
R. C. VON LEHE, COUNTY COMMISSIONER
R. W. SCOTT, COUNTY COMMISSIONER
C. N. WARFIELD, SHERIFF
FRED McHENRY, CLERK
C. L. TALLMAN, ASSESSOR
ROY E. CANNON, SCHOOL SUPERINTENDENT
MRS. MAY STODDARD, RECORDER
MRS. SUSAN TAYLOR, TREASURER
W. C. GALLOWAY, SURVEYOR
M. S. BOVEE, CORONER

Corvallis, Oregon Sep 1st, 1922

Oregon State Highway Commission
Salem Oregon

Dear Sirs:

We would like to have the detour at the Rickard Fill discontinued as soon as it can be done , for this reason, We are informed and believe it to be true, that the Trailer behind these Willamette Trucks frequently sheer off and hit the guard rails which knocks our narrow wooden detour out of adjustment, requiring a man on the ground to keep it safe, a gooddeal of the time.

If it were not for these Trailers as big as a small freight car yawing around we would have no trouble with the roadway.

As we figure it the 30 days will be up very soon now, and if the detour can be dispensed with then we will be saved considera ble grief.

Yours Truly
J. O. Wilson
County Judge

ANSWERED
J. C. McLEOD

RECEIVED
SEP 2 1922

August 17, 1928.

B. K. Bartlett,
Corvallis,
Oregon.

Dear Sir:

I am handing you herewith, a copy of executed contract No. 565, which provides for 2.962 lin. ft. concrete paving on the West Side Highway in Benton County, south of Corvallis.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

RAK LO

August 14th, 1922.

C. H. Purcell, District Engineer
Bureau Public Roads,
Postoffice Building,
Portland, Oregon.

P.R. 50

Dear Sir:

Herewith we are enclosing six copies of unit price analysis of the additional pavement south of Corvallis, and the same number of copies of a revised estimate to be substituted for the present project agreement estimate on Project No. 50.

We are somewhat at a loss to know just what procedure should be followed in order to secure co-operation on this additional pavement, but are sending this estimate under the impression that it can be simply substituted for the present project agreement estimate without the necessity for executing a modified agreement. You will note that federal aid has been requested in the same amount as now applies on the project. In case further exhibits are required, we will be pleased to have you advise us to that effect.

Instead of using a supplementary agreement, we are executing a standard form of contract with B. N. Bartlett, for the additional work. The required number of copies of this contract will be supplied you as soon as the contracts have been executed, and we will also furnish you at a later date with copies of the special agreement, whereby the additional shoulder work has been done on the portion covered under the main contract. It is proposed to claim federal co-operation on this shoulder work as a contingency item.

Yours very truly,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

Dic by J. W. DeSousa
LFC

UNIT PRICE ANALYSIS

CONCRETE PAVEMENT

Section S. of Corvallis Sta 700+77 - Sta.705+16 and Sta. 858+00 - Sta 874+03

County Benton

Date of Bids

Width 16' Thickness 7" Mix 1-2-3

	Cement Bbl.	Sand cu.yd.	cu.yd.	Materials and manipulation Costs Converted to Square Yards of Pavement.
Cost at origin (f.o.b. net)	.785	1.25	90	
Quarry, crush, screen, etc.. .	2.25			
Freight				
Length of haul(f.o.b.to plant	2.25	2.25	2.25	
Load, haul, dump, etc.. . .	.05	.56	56	
Total	.835	1.81	1.46	
Loss in handling.	.084	.18	.15	
Total quan. per cu.yds conc.	.919	1.99	1.61	
Cost of mtls.per cu.yd.conc.	6.64	.05	0.74	
	6.10	1.00	1.19	8.29
Mixing per cu.yd.				1.00
Place, forms, etc. cu.yd. . . .				1.00
Total.				10.29
C..yds.conc. per sqyd pavem..				5.14
Cost per sq.yd				2.00
Finish, cure.etc, ...				.10
Equipment, overhead, etc.(sqyd)				.30
Total				2.40
___% Profit				.36
Estimated Bid Price				2.76

Source of cement Cenago

Source of sand Corvallis

Source of course agg. "

Estimate made by J.C.McLeod

Estimate date by

Date May 10, 1932

Remarks

OREGON STATE HIGHWAY DEPARTMENT PROJECT NO. 59.

CORVALLIS-SOUTH SECTION OF THE WEST SIDE HIGHWAY

IN BENTON COUNTY

(Estimate to be substituted for Present Project Agreement Estimate)

7.96 Miles of Concrete Pavement - Salem, Oregon, August 14, 1922.

Work Done Under Original Contract:

50	cu.yds	Common Excavation	1.00	$ 50.00
70,295.1	sq.yds	6" Concrete Pavement	2.75	193,311.53
21,080	Lin.ft.	Expansion Joints	.12	2,529.60
79,896	" "	Shoulder Construction	.05	3,994.80
6,99765	cu.yds	Row Gravel	3.00	20,932.50
10,672.9	Lbs.	Bar Reinforcement	.09	960.56

Work Under Supplementary Contract:

5,000	Sq.yds	Preparation of Sub-grade	.05	250.00
3,650	" "	Type "A" Pavement, 7"	2.40	8,712.00
120	" "	Pavement on Bridges, 4"	1.50	180.00
1,100	Lin.ft.	Expansion Joints, 8"	.12	132.00
30	" "	" " 7"	.10	3.00
1,000	Lbs	Metal Reinforcement	.08	80.00
300	cu.yds	Run-of-Bank Gravel	1.85	555.00
4,080	Lin.ft.	Shoulder Construction	.03	122.40

Sub-total	$ 231,074.29
10% Engr. & Cont.	23,987.42
Total	$ 255,061.71

Cost Per Mile $ 32,042.92

State Funds Available	$ 131,097.21
Federal Aid Requested	123,964.50
Total	$ 255,061.71

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

July 19, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have your letter of July 15, regarding paving of gaps on Oregon Federal aid project No. 50, Corvallis-South.

You should furnish us with three copies of the supplemental agreement with Mr. Bartlett covering this work, also copies of a unit cost analysis which will justify the present contract price. The arrangement made with Mr. Bartlett for doing this work is satisfactory to this office, and we believe no objection will be raised by the Washington office.

The final estimate sent us some time ago is returned herewith. When the proposed work is completed, it should be included in the estimate at the unit price set forth in Mr. Bartlett's contract. The additional gravel shouldering you are now doing on a force account basis may also be included under "incidentals".

Very truly yours,

District Engineer.

Enclosure

WESTERN UNION
TELEGRAM

July 8, 1922

Mr. R. A. Booth, Chairman,
State Highway Commission,
c/o K. K. Hodgman,
Division Engineer,
Medford, Oregon.

Dear Sir:

In re two concrete sections of paving south of Corvallis.

For your information will say that Messrs. Cumming & La Pointe have withdrawn their supplementary bid for the Benton County Section, and the only other bid we have received is from Mr. B. N. Bartlett of Corvallis, whose bid is $1,045.00 less than the second bid of Cumming & La Pointe. This bid is only $279.70 higher than the original Cumming & La Pointe bid.

As Mr. Devers does not expect a decision on the Polk County matter before the first of next month, I have made the award.

Respectfully,

State Highway Engineer.

HH:EM

PR 50

Form 1206A

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Confirmation

RECEIVED
JUL 10 1922
OREGON
STATE LIBRARY COMMISSION

Mr. Herbert Nunn,

Salem, Oregon.

Approve action on Amazon and Benton County projects stop not satisfied with Clackamas proposal stop will have early conference with Clackamas court stop meantime have Marion start on relief opening and embankment south end.

H. A. Booth.

POSTED
H.M.

vise us and we will make final inspection promptly.

Very truly yours,

C. H. PURCELL, District Engineer,

By J. C. McLeod
Acting.

POSTED
J. C. McLEOD

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

April 26, 1922.

APR 28 1922
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Copy of Supplemental Agreement with Kibler & Bartlett on Oregon Federal aid project No. 50 has been received. The project can not be finaled until the county completes the grading and ditching. This work, as you will recall, was neglected by the county last fall until too late in the season to permit of its completion, and as a result the shoulders and ditches were in a deplorable condition all winter. It is our understanding that you have not accepted this work from the county, and, of course, we would not be expected to approve it until it has been completed.

As soon as the county has completed its work, please advise us and we will make final inspection promptly.

Very truly yours,

C. H. PURCELL, District Engineer,

By J. C. McLeod
Acting.

April 26, 1922

Bureau of Public Roads,
Portland, Oregon.

Post Road No. 50

Gentlemen:

I am enclosing herewith copy of supplemental agreement between the State Highway Commission and Kibler & Bartlett relative to the completion of this project, which is designated as the Corvallis-South Section of the West Side Highway in Benton County, our contract No. 311.

You will find that this particular copy has not been executed complete but our copy which we have filed has been executed by two members of the State Highway Commission and the surety.

We would be pleased to receive the final payment on this project at your earliest convenience.

Very truly yours,

Secretary.

BAK:LM
1 Encl.

April21, 1922

Fidelity & Deposit Company of Maryland,
Tacoma Building.
Tacoma, Washington.

Attention L. A. Wadell

Dear Sir:

Your letter of the 18th addressed to the Highway Commission inquiring as to the date when the contract with Kibler & Bartlett for the paving of the Corvallis-South Section of the West Side Highway in Benton County, Oregon, was fully performed and the work completed, has been handed to me for reply.

I am advised by the secretary of the Commission that the work was completed and accepted on March 4th 1921. I have no information as to any outstanding claims.

Under the laws of this State any one who has furnished labor or material in connection with the construction work on state highways would be permitted to prosecute an action in court against the surety and the contractor to recover for the amount due if within a year from the completion and acceptance of the work the claimant had filed with the Secretary of State a notice of his claim.

Trusting I have answered your inquiry, I am

Yours very truly.

JMDtAAP

Assistant Attorney General.

Y AND DEPOSIT COMPANY
OF MARYLAND
FIDELITY and SURETY BONDS and BURGLARY INSURANCE
Tacoma Building
TACOMA, WASH.

HANSEN & ROWLAND, INC.
General Agents
PHONE MAIN 393

RECEIVED
APR 1 0 1922
LEGAL DEPARTMENT

April 18,1922

APR 19 1922
OREGON
STATE HIGHWAY COMMISSION

State Highway Department
Salem, Oregon.

Gentlemen:

RE: [illegible] #27268-KIBLER & BARNETT-CONT.
FOR GRAVEL ON THE CORVALLIS-SOUTH SECT.
OF THE WEST SIDE H/W. IN BENT[illegible] CO.,ORE.

Referring to your letter of February 9th, can you now kindly furnish us with the date above contract was officially accepted as completed, and if the thirty day period for filing claims has expired, furnish us with a list of any outstanding claims, together with the filing dates of same.

Thanking you in advance for this favor, we remain.

Very truly yours,

HANSEN & ROWLAND, Inc.,
General Agents.

By L. A. Wendell

LS.

Date of final acceptance - Mar. 4-1921

PR 52

311 final

March 3rd, 1922.

Fidelity and Deposit Company of Maryland,
c/o Mr. Clarence D. Porter, Resident Agent,
Gasco Bldg.,
Portland, Oregon.

Dear Sir:

The purpose of this letter is to advise you of the intention of the Highway Commission to make final payment on contract No. 311, more definitely described as the Corvallis South Section of the West Side Highway in Benton County, and which has been completed by contractors Kibler & Bartlett.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

by Secretary.

Dict.by E.T.Saunders.

PR 2/

2 PA

February 20th, 1922.

Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Attention - Mr. C. L. McKesson

Dear Sir:

I am mailing you, under separate cover, a print of chart showing air checks and cracks on the Corvallis South Section, Federal Aid Project No. 50. Final estimate has been checked on the job and voucher is ready to go to the contractor for signature. Mr. Devers is prepared to draw up supplementary agreement to be signed by the contractor, covering possible replacement of certain panels which now are rather badly cracked and may show signs of failure during the coming year. Mr. Hall and the writer have selected the following doubtful panels to be designated in this agreement, --

Panel	Day's Pour	Station
16	7 1/21	553 +
14	7/15/21	612 -
15	"	612 +
8	7/26/21	643 +
9	"	643 +
14	7, 26, 21	645 +
15	"	645 +

Will you kindly look over submitted profile and advise if our designation of panels coincides with your judgment in the matter. On receipt of your response, we will send agreement to the contractor for signature, submitting at the same time a copy of a form of agreement to you for approval.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Division Engineer.

JCMc:CMC

PR
5-0

January 16th,
1928

Mr. S. W. McHugh,
Alsea, Oregon.

Dear Sir:

I am in receipt this date of your letter of January 15th regarding cement count on the Corvallis South job.

The only trouble we found on this job between dates of September 10th and 18th was that there were no daily reports after December 10th. Mr. Garrow, while in Salem yesterday, told me that you would prepare these reports from data which you have from September 10th to completion of the job. For your information I am enclosing herewith our copy of the last report received, that of December 10th. Kindly complete these reports at your convenience for our files.

Yours very truly,

JCMc:CMC

Division Engineer.

Enc

Jan 12

January
Ninth
1922

Mr. Carl Whitmore,
Division Engineer,
Pacific Telephone and Telegraph Co.,
Telephone Bldg.,
Portland, Oregon.

Dear Sir:

Representative of this office has made a check of the location of your poles on recently constructed telephone line between Salem and Jefferson and advises that for the most part your line has been constructed in conformity with our standard requirements as to distance from center line.

Following are poles which do not meet our requirements and which we hereby request you to move to conform with required distances from edge of pavement as shown.

Pole No.	Highway Eng'rs Sta.	Object	Present Dist. from edge of Pavement	Required Dist. from edge of Pavement	
305	601 + 50	Guy Stub	10.5' R.	15'	
306	553 + 10	Tel. Pole	11.5' L.	17'	
307			- - - -	-	Pole tangent containing these poles must be relocated. This tangent includes Poles #305 to #314.
308			- - - -	-	
309			- - - -	-	
310			- - - -	-	
311			- - - -	-	
312	546 + 30	Tel. Pole	15.5' L.	17'	
313	184 ±	Guy Stub	10.0' R.	15'	

Thanking you for your early attention to this matter, I remain

Yours very truly,

HERBERT HUNT,
State Highway Engineer,

By

Division Engineer.

JCMc:CHC

QUANTITY SHEET

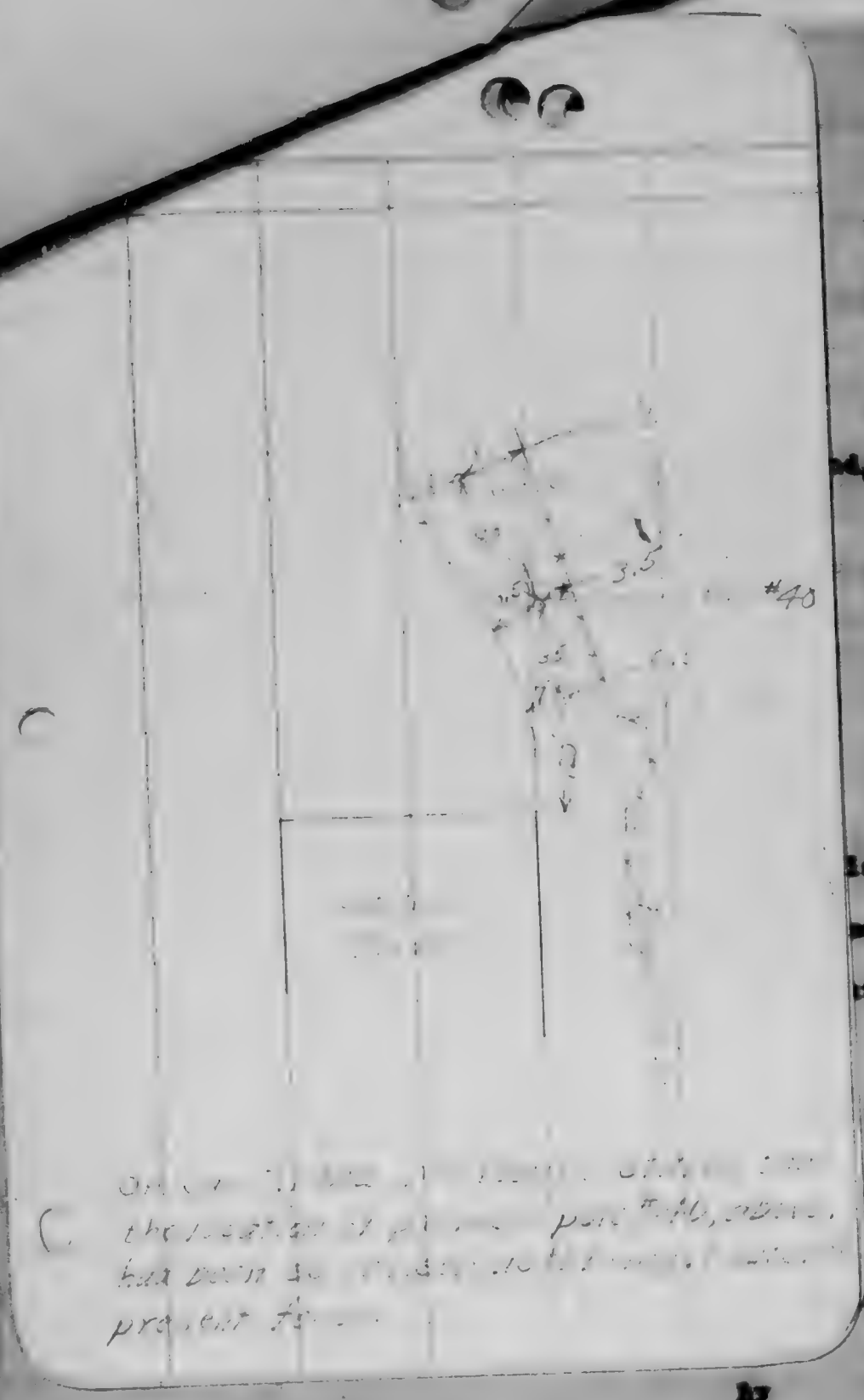
STATE OF OREGON
HIGHWAY DEPARTMENT

Pac. Tel & Tel Co. Poles. Jan. 7, 1922.

Pole No.	Highway Engr's Station	Object	Distance from Edge of Pavement	Required Dist. from Edge Pavement	
265	601+50	Guy Stub	10.5' R.	15'	
306	553+10	Tel. Pole	14.5' L.	17'	
307					Pole tangent containing these poles will need to be relocated. This tangent includes Poles # 305 to # 314.
308					
309					
310					
311					
312	546+30	Tel. Pole	15.5' L.	17'	
616	184 ±	Guy Stub	10.5' R.	15'	

Mr. Carl Whitmore, Div. Engr., Pac. Tel. & Tel. Co., Telephone Bldg., Portland, Ore., to be notified.

Data by Raley



January 5, 1928

311

is to advise you of the intention
unt to Kibler & Bartlett, the
t 5% of the retained percentage

tely described as the Corvallis-
Highway in Benton County.

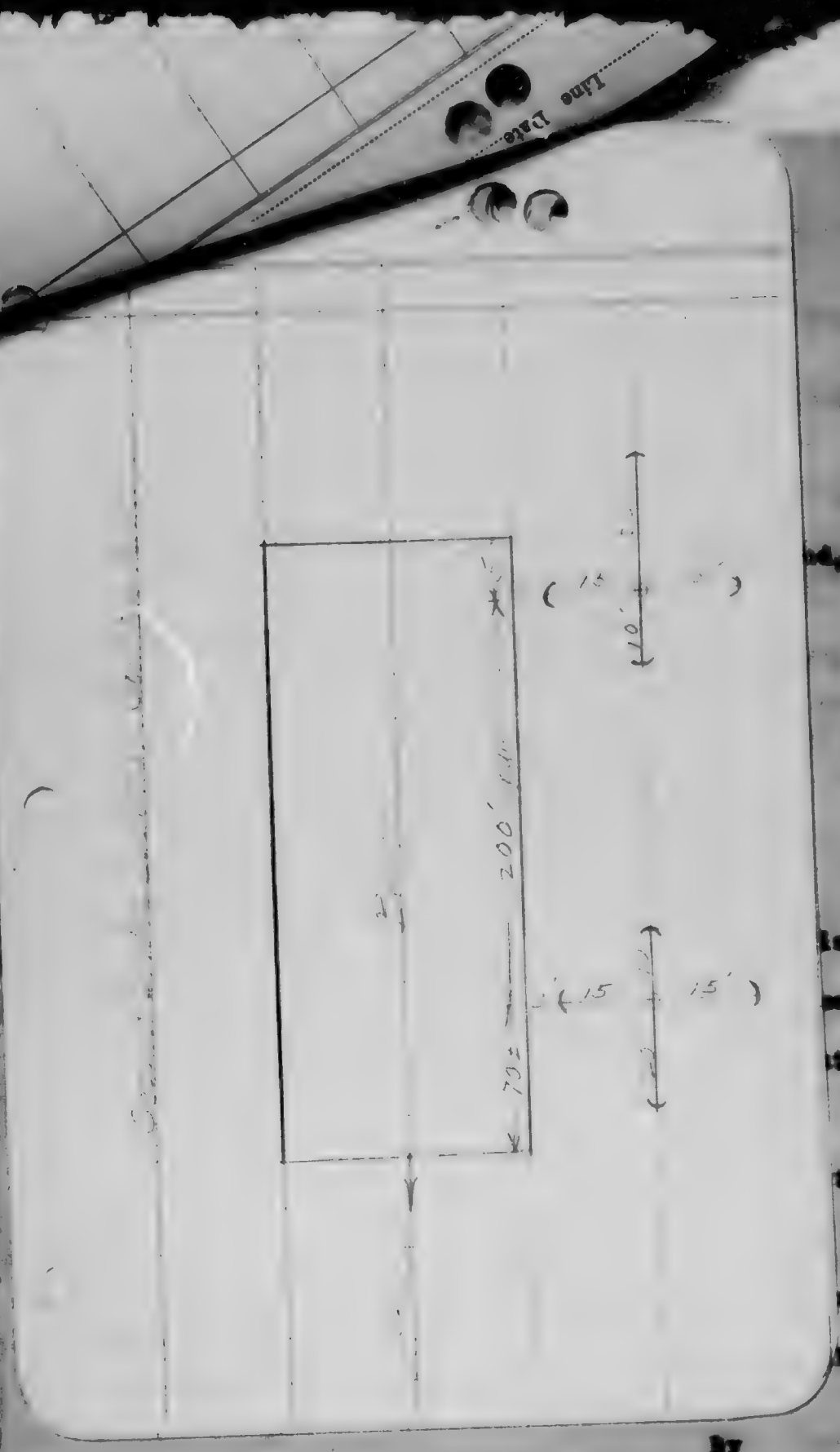
s very truly,

GATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM



January 5, 1928

311

...is to advise you of the intention
...ment to Kibler & Bartlett, the
...t 2½ of the retained percentage

...tely described as the Carrollton
... Highway in Benton County.

... very truly,
...TATE HIGHWAY COMMISSION,

By

Secretary.

HAK:LM

January 8, 1928

311

...is to advise you of the intention
...ent to Kibler & Bartlett, the
...t 5% of the retained percentage

...tely described as the Corvallis-
... Highway in Benton County.

... very truly,

...ATE HIGHWAY COMMISSION,

By

Secretary.

BAK:LH

Line Diagram

Feb. Survey Sta. 546+30, Feb. 312,
15.5' Rt. of Rt. edge pavement;
Feb. 314.553, Sta. Feb. Pvt
Pvt 306, 11.5 Rt. of Rt.

at ... Sta.,
about 2' ...
Would be hard to ...
can be had y ...

65

[illegible] 1/4 inch [illegible] one guy at
south [illegible] comes under bridge.
[illegible] ~~at~~ comes under bridge.
[illegible] O.K. [illegible] interfere with
[illegible] guy comes 2' out
[illegible] O.K.

[illegible] that [illegible] at [illegible] road
[illegible] 11' to 12'
track. [illegible] ~~at~~ 10'

[illegible] according to
[illegible] with [illegible] 7, 1922

311

...y 8, 1928

311

...you of the intention

...r & Bartlett, the

...retained percentage

...ed as the Corvallis-

...Benton County.

...

...COMMISSION,

...

...ecretary.

January 5, 1922

Fidelity & Deposit Company of Maryland,
c/o Clarence D. Porter, Agent,
Gasco Building,
Portland, Oregon.

311

Gentlemen:

The purpose of this letter is to advise you of the intention of the Highway Commission to make payment to Kibler & Bartlett, the contractors on contract 311, of all but 5% of the retained percentage on this contract.

This contract is more definitely described as the Corvallis-South Section of the West Side Pacific Highway in Benton County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec. 31, 1921

Job Name Contract #

Week from 12/24/21 to 12/31/21

Mail Address Corvallis Oregon

Highway West Side

Telegraph or Telephone Address

County Benton Job Prefix 2 PA

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

County forces worked on the West Side two days this week finishing up the 15 ft. fill with the dirt coming from the cut on the East side. Have two men cutting brush on the East side. Have also been working on the Highlands and Corvallis Eastside. Have one man working on the Alsea road. Have also been making surveys for the Newport Road and working up profiles with the computations.

JAN 3 1922
HIGHWAY ENGINEER

Signed J. G. Gannon NOTED E. C. McLEOD

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if included in daily form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PRP/

Corvallis-South Paving

December
Twenty-two
1921

Kibler & Bartlett,
Route 1, Box 102,
Tacoma, Washington.

Gentlemen:

Attention - Mr. B. W. Kibler

Receipt is acknowledged of your letter of December 19th making inquiry in regard to your payments in connection with the paving of the Corvallis South Section of the West Side State Highway, in Benton County.

Warrant covering payment of the semi-final voucher which you state in your letter was executed by you about ten days prior to December 19th, has been mailed out to you and will undoubtedly have been received before this letter reaches you.

In regard to what appears to you to have been a delay in the issuance of this warrant, we might state that it is well to expect about two weeks to elapse between the date upon which the voucher is signed and the date upon which the warrant therefor is received. The fact that our State laws require that all vouchers be signed by the members of the State Highway Commission, coupled with the fact that our Highway Commission is an unsalaried commission, with the members living in widely separated parts of the state, makes it impossible for us to reduce this apparently long time required for the issuance of the warrant, except in instances where it is possible to have the voucher approved by the Highway Commission at one of their regular sessions.

In regard to payment for shoulder construction: We have to inform you that the estimate from the field upon which your last semi final payment was based did not credit you with any shoulder construction. We are today, however, in receipt of your regular monthly estimate covering work done to December 15, upon which shoulder construction aggregating approximately $4,000.00 is allowed. This estimate will be passed for payment at once, and you should receive voucher covering same for your signature within the next few days.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By Office Engineer

BHP:CWC

Adler
R. R. NO. 1, BOX 88—102
Tacoma, Washington

On Lake Steilacoom

Dec 19 1921

Mr Nunn
Highway Engineer
Salem Ore.

DEC 20 1921
STATE HIGHWAY ENGINEER

Dear Sir

Some time ago I made inquiry about our Estimate for nov. 20th through you and shortly afterward received the Voucher which I executed & returned at once, it has now been about ten days and Still no warrant has come. the letter which the department requested from the Bond Co. Sanctioning the payment to us of 97% instead of 85% was forward to the Highway Comm. before I reced. the Voucher. What the delay is about now I cannot make out.

people that we owe are waiting for this money and people that they owe are waiting also for it, and all along the line, its blocking business way down the line.

It does seem to me that after a man has gone through the worry & hard work and suffered the privations that a Contractor must, that it Should be unnecessary that he Should

Benjamin W. Kibler
R. R. NO. 1, BOX 82
Tacoma, Washington

On Lake Steilacoom

have to wait and disappoint others who are waiting on him to make settlement,

I am fully aware that ~~the~~ warrant for this voucher is not a matter Connected with Yorr office, but hope to get better results through Yorr office than otherwise.

The shoulder Construction work was entirely left off the Estimate, which amounted to some $4000.00 and we understood this was to have been put in the Estimate, this would leave us with near $1100.00 in the work, with only about two or three Hundred dollars worth of work to do later - Rolling Shoulders - If this can be allowed we would be very glad to have it for a dec. Estimate.

Yorrs very Truly
Kibler & Bartlett
B. W. Kibler
R#1 Box 102
Tacoma
Wash.

ANSWERED
S. H. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

December 15, 1920.

POST OFFICE BUILDING,
PORTLAND, OREG.

DEC 17 1920

J.A. #50

State Highway Commission,
Salem,
Ore.,

Gentlemen:-

Preliminary inspection has been made of the Corvallis South project.

In submitting plans, please furnish this office with such data as you may have regarding the 150' span steel bridge adjacent to the north end of the project.

The necessary structures at the Mill Race and at the site of the old steel bridge near the center of the project we assume are to be constructed by the State or County under state supervision without Federal Aid as these bridges have not been mentioned in any correspondence. However, we would be glad to have permanent structures at these points included in the project for Federal Aid should you so desire. In case you do not desire Federal Aid on the structures at these points, only one set of the plans of the structures to be built need be furnished us.

Yours very truly,

J. V. Everitt
Acting District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

December 14, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Herbert Munn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Referring to our letter of August 18th, 1921, asking for information as to what steps were being taken toward strengthening the bridge over Marys River at the north end of Federal Aid project No. 50, and to your reply, dated September 7th, in which you state you will report in detail as soon as material is in shape.

We would be pleased to have you advise us what results were obtained in your analysis of this structure and also what action has been taken toward putting it in a safe condition.

Yours very truly,

District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

December 12, 1921.

RECEIVED
DEC 14 1921
STATE HIGHWAY ENGINEER

Crosslio - Coos

Oregon F.A. project #50.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

This is to confirm a conference between Messrs. Kelley and Hall of your Department and Mr. McKesson of this Bureau on December 7th.

Our understanding is that you propose to pay the contractor up to 97% of the contract price. That he will be required to maintain the shoulders during the winter and that he is to be paid for this maintenance on a force account basis. Also, that he shall be required to pour with asphalt such transverse and longitudinal cracks as may appear. Your adjustment appears reasonable to us.

The treatment of the weather checks, which on portions of this work are very numerous, by pouring with Grade "D" Asphalt tends to unduly mar the appearance of the pavement and we doubt whether any real benefit will result. On Oregon Federal Aid project No. 49, your Resident Engineer, Mr. Young, quite successfully sealed up similar weather checks by filling with cement paste. This method is, we believe, far preferable. If the very small cracks cannot be sealed in this manner and you desire to try to fill them, we believe that asphalt cut back with gasoline to paint consistency and then applied with a pointed brush would give better results and look much neater than the present method of covering small cracks with wide thick patches of asphalt cement.

We also understand that should any panels of pavement prove to be seriously defective before final acceptance next spring, they are to be removed and rebuilt.

Yours very truly,

C. H. Purcell

District Engineer.

December 5, 1921

Corvallis-South Paving

Messrs. Kibler & Bartlett,
R.R.#1-Box #102,
Tacoma, Washington.

File

Attention: Mr. Bartlett.

Dear Sir:

We are in receipt of your letter of December 2nd requesting that we expedite your final payment in connection with the paving work south of Corvallis.

In connection with this work there still remains to be done some shoulder construction work, which on account of present unfavorable conditions, will probably extend over a period of several weeks. In order to assist you, however, we have made arrangements to issue you a semi-final payment releasing twelve of the fifteen percent retained. This voucher is now being drawn and payment thereunder will be released as soon as we receive permission from your bondsmen, which permission has already been requested by Mr. Bartlett.

Mr. Bartlett is fully informed in regard to the arrangements that have been made and we believe that these arrangements are entirely satisfactory to him.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ETH

Benjamin W. Kibler
R. R. NO. 1, BOX 102
Tacoma, Washington

On Lake Steilacoom

12/2/21

Mr. Herbert Munn
Highway Engineer
Salem Or.

RECEIVED
DEC 3 1921
STATE HIGHWAY ENGINEER

Dear Sir;

Can you do any thing to expedite settlement of our final on the Corvallis south work; so we can get our money, we are some money for Cement & other things that we are anxious to pay. and the people we owe are needing their Money & getting anxious about it.

So far as I know the work was Completed about the 15th or 20th Nov. & was satisfactory & final was supposed to have gone in about that time.

I will greatly appreciate any thing you can do to get us fixed up. as early as possible. Yours &

Kibler & Bartlett
B. W. Kibler

ANSWERED
S. H. Probst

R#1 Box 102 Tacoma

December
Second
1921

Kibler and Bartlett,
CORVALLIS, OREGON.

Corvallis South

Gentlemen:

Attention - Mr. Bartlett

While discussing with you on Wednesday the matter of asphalting of cracks and bark holes on the Corvallis South paving, I neglected to speak to you of the necessity of thoroughly cleaning all cracks before filling. You can equip a power cleaning rig as follows very economically: Attach a rubber tube to the exhaust of one of your light Ford trucks, and on the end of the tube a short section of pipe with a cap on the end through which a small hole has been bored. By slowly running the engine, you will have enough hot air under pressure to clean and dry the cracks. This will not require any additional expense, inasmuch as you can use the same truck for hauling your asphalt and tar kettle.

Yours very truly,

DIVISION ENGINEER.

JCH:GHC

CC to J. C. Carrew, Corvallis.

November
Twenty-five
1921

Hansen & Rowland, Inc.,
Tacoma Bldg.,
Tacoma, Washington.

File

Gentlemen:

We are in receipt of your letter of the 22nd instant relative to contract held by Kibler & Bartlett, for the paving of the Corvallis South Section of the Westside Highway, in Benton County.

We beg to advise that this office has received no information to the effect that final field acceptance has been made.

As far as our records indicate, only one claim has been filed on this work. This was a small claim covering the rental of equipment and has been previously forwarded to you.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By_____
Office Engineer

Dictated by J. W. DeYoung.
GMC

Fidelity and Deposit Company of Maryland

HOME OFFICE BALTIMORE

HANSEN & ROWLAND, INC.,
GENERAL AGENTS
TACOMA BLDG. PHONE. MAIN 393

TACOMA, WASH.,
November 22d,1921

Oregon State Highway Commission,
Salem, Oregon

RECEIVED
NOV 23 1921
STATE HI

Gentlemen:

RE: BOND #27238-KIBLER & BARTLETT TO STATE OF OREGON-CONTRACT FOR CONST. OF CORVALLIS SO. SECTION OF W. SIDE H/W. IN BENTON CO. OREGON.

Will you kindly advise us as to the date above contract was officially accepted as completed and if the thirty day period for filing claims has expired, furnish us with a list of claims filed if any, and the filing dates of same.

Thanking you in advance for this favor, we remain

Very truly yours,

HANSEN & ROWLAND, Inc.,
General Agents.

By L. A. Widell

LS.

JMD:AP

Assistant Attorney General.

CC: Fidelity & Deposit Co. of Maryland
Seattle Oriental Machinery Co.

J.M.D.

Dear Sir;

Please advise the Commission that the account in question abon has been settled in full

Yours very truly

Kibler & Bartlett

by B. M. Kibler

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

November 21, 1921

RECEIVED
NOV 28 1921
LEGAL DEPARTMENT

Kibler & Bartlett,
~~Box 1166~~, R#1 Box 102
Tacoma, Wash.

Gentlemen:

This is to advise you that the State Highway Commission has been notified in writing of a claim against your firm in favor of the Seattle Oriental Machinery Company in the sum of $32.30 for rental on a piece of machinery used by you in connection with your job on the Pacific Highway in Benton County south of Corvallis.

In connection with this claim your attention is called to the clause and condition in your contract relative to the prompt payment for all claims of labor and material.

Will you please give this matter such consideration as it merits?

Yours very truly,

JMD:AP

J M Dunn
Assistant Attorney General.

CC: Fidelity & Deposit Co. of Maryland
Seattle Oriental Machinery Co.

J.M.D.
Dear Sir;
Please advise the Commission that the account in question above has been settled in full
Yours very truly
Kibler & Bartlett
by B. M. Kibler

November 21, 1922

Fidelity & Deposit Company of Maryland,
Gasco Bld'g.,
Portland, Ore.

Gentlemen:

This is to advise you that the Highway Commission has been notified of a claim against Kibler & Bartlett in favor of the Seattle Oriental Machinery Company in connection with the contract for the construction of the Pacific Highway in Benton County south of Corvallis, in connection with which contract the Fidelity & Deposit Company of Maryland became surety on the bond.

For your information I enclose herewith a copy of my letter to the contractors relative to this claim.

Yours very truly,

JLDnAP Assistant Attorney General.

CC: Seattle Oriental Machinery Co.

November 21, 1921

Seattle Orinetal Machinery Co.,
Smith Building,
Seattle, Wash.

Gentlemen:

Your letter of the 11th addressed to the State Highway Commission relative to claim of lien against the firm of Kibler & Bartlett has been handed to me for reply.

I have been absent from the office for some time trying a case in Eugene which accounts for my failure to reply at an earlier date.

At this time on behalf of the Commission I acknowledge receipt of the notice of claim of the Seattle Oriental Machinery Company against Kibler & Bartlett for rental for a 9 x 10 Lambert Three Drum Hoisting Engine for use in connection with the construction of the Corvallis South Side Section of the West Side Pacific Highway in Benton County.

For your information I may state that the surety on the contractors' bond was the Fidelity & Deposit Company of Maryland, and as requested by you, I have written the name of this surety company in your notice of claim.

Likewise for your information I enclose herewith a copy of my letter to the contractors, also a copy of my letter to the surety company relative to your claim.

Yours very truly.

Assistant Attorney General.

JMD:AP
Enc. 2

CABLE ADDRESS
"SOMCO"
CODE
A B C 5TH EDITION

Seattle-Oriental Machinery Company

MACHINERY MERCHANTS
DOMESTIC AND FOREIGN TRADE
SPECIALIZING IN CONSTRUCTION MACHINERY
ROAD BUILDING AND PAVING EQUIPMENT
NEW AND REBUILT

1715 L. C. SMITH BUILDING
PHONE: ELLIOTT 2414

SEATTLE, WASH. U. S. A.

LEGAL DEPARTMENT
RECEIVED
NOV 14 1921

Nov. 11th, 1921.

Oregon State Highway Commission,

Salem, Ore.

Attention:
Mr. Roy A. Klein, Secy.

Gentlemen:-

We are sending you herewith our claim of lien against the firm of Kibler & Bartlett.

We do not have the name of the surety on their contract, which is described in the enclosed claim, and, if consistent, we would like to have you fill in the name of the surety in the space provided for same, and advise us so we may complete our records.

Would also be obliged if you would acknowledge receipt of our claim and advise if it is in proper form and sufficient to protect our interests.

Yours very truly,

SEATTLE-ORIENTAL MACHINERY CO.,

STS/S

By Stanley T. Scott

RECEIVED
NOV 14 1921
STATE HIGHWAY ENGINEER

Surety
Fidelity and Deposit Co. of Maryland
Clarence D. Portel
agent Portland

...COTT
...SIDENT

CABLE ADDRESS
"SOMCO"
CODE
A B C 5TH EDITION

Seattle-Oriental Machinery Company

1715 L. C. SMITH BUILDING
PHONE: ELLIOTT 2414

MACHINERY MERCHANTS
DOMESTIC AND FOREIGN TRADE
SPECIALIZING IN CONSTRUCTION MACHINERY
ROAD BUILDING AND PAVING EQUIPMENT
NEW AND REBUILT

SEATTLE, WASH. U. S. A. Nov. 8th, 1921.

Oregon State Highway Commission,

Salem, Ore.

Attention:
Mr. Roy A. Klein, Secy.

Gentlemen:-

You are hereby notified and will take notice that the Seattle-Oriental Machinery Co. has furnished a 9 x 10 Lambert Three Drum Hoisting Engine for use in connection with paving the Corvallis-South Side section of the West Side Pacific Highway in Benton County, and that said engine was furnished to Kibler & Bartlett under a rental agreement dated Jany. 10th, 1921, said rental agreement or lease having been filed for record on Jany. 26th, 1921, on Page 414 of Book 3, Miscellaneous Records of Benton County.

The above mentioned hoisting engine was ordered by Kibler & Bartlett for use in and upon their contract with you, and we have and claim a lien of $32.30 with interest at ten per cent per annum from July 10th, 1921, under the terms of the above mentioned lease or rental agreement, this lien applying on any money still due Kibler & Bartlett under the above mentioned contract, and is a claim against the bond taken from Kibler & Bartlett, as principals, and Fidelity & Deposit Co of Maryland as surety, for the work of paving the above mentioned highway.

Yours very truly,

SEATTLE-ORIENTAL MACHINERY CO.?

STS/S

By Stanley T. Scott

Subscribed and sworn to by Stanley T. Scott, President of Seattle Oriental Machinery Co. before me this 8th day of November 1921.

Notary Public in and for the State of Washington, residing at Seattle.

RECEIVED
NOV 14 1921
STATE HIGHWAY ENGINEER

. SCOTT
PRESIDENT

CABLE ADDRESS
"SOMCO"
CODE
A B C 5TH EDITION

Seattle-Oriental Machinery Company

MACHINERY MERCHANTS
DOMESTIC AND FOREIGN TRADE
SPECIALIZING IN CONSTRUCTION MACHINERY
ROAD BUILDING AND PAVING EQUIPMENT
NEW AND REBUILT

1715 L. C. SMITH BUILDING
PHONE: ELLIOTT 2414

SEATTLE, WASH. U. S. A.

Nov. 28th, 1921.

RECEIVED
NOV 29 1921
LEGAL DEPARTMENT

Mr. J. M. Devers,
Asst. Attorney General,
Salem, Ore.

Dear Sir:-

Referring to our letter of Nov. 11th and your reply of Nov. 21st concerning our claim of lien against the firm of Kibler & Bartlett, amount $32.30; please be advised that this claim has now been settled in full.

We trust the filing of our claim will not impair the standing of Kibler & Bartlett with your office, as their credit rating with us is A-1, and the amount involved merely represented a disputed item which we may yet refund to them if they can show us where we are wrong.

Thanking you for your courtesy in this matter, we are,

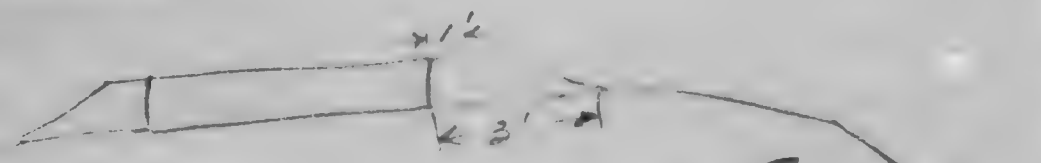
Yours very truly,

SEATTLE-ORIENTAL MACHINERY CO.,

By E. M. Scott

STS/S

Mr Thurman: Should we
Discuss Paved Div we
the new standard pavement
shoulder:



I would recommend
that we stick to pavement
and the standard

mes Benton County by the County Judge and its two Commissioners, and protests against the 12 inch shoulder on the concrete pavement just south of Corvallis, and Petitions that said shoulder be enlarged to at least 24 inches. And in support of said protest and petition sets up the following facts for your consideration to-wit:

That the shoulders on the Pavement North of Corvallis are at least 24 inches wide, also the shoulders on the Pavement for a distance of about 12 miles in the South end of Benton County, are at least 24 inches

[illegible] a printed sheet
to be provided next
year. Present price
of sheet is $3.00. Can
not put on
[illegible] under
$2.00 per sheet.

[illegible]

[illegible]nes Benton County by the County Judge and its two Commissioners, and protests against the 12 inch shoulder on the concrete pavement just south of Corvallis, and Petitions that said shoulder be enlarged to at least 24 inches. And in support of said protest and petition sets up the following facts for your consideration to-wit:

That the shoulders on the Pavement North of Corvallis are at least 24 inches wide, also the shoulders on the Pavement for a distance of about 12 miles in the South end of Benton County, are at least 24 inches

IN the COUNTY COURT of the)
)
STATE ofOREGON for BENTON) PETITION:
)
COUNTY)

To the State Highway Commission of the
State of Oregon:

Now on this 21st day of October 1921, comes Benton County by the County Judge and its two Commissioners, and protests against the 12 inch shoulder on the concrete pavement just south of Corvallis, and Petitions that said shoulder be enlarged to at least 24 inches. And in support of said protest and petition sets up the following facts for your consideration to-wit:

That the shoulders on the Pavement North of Corvallis are at least 24 inches wide, also the shoulders on the Pavement for a distance of about 12 miles in the South end of Benton County, are at least 24 inches wide.

That the Paved Highway with said 24 inch shoulders is a sufficiently wide and safe highway.

That the shoulders on the Concrete Pavement examined by us, on portions of said pavement that was shown to us as finished, is 12 inches, is not rolled solid, and leaves the finished pavement a narrow and dangerous highway.

Wherefore We the said County Court of Benton County, Oregon, do hereby respectfully protest, against the said narrow 12 inchshoulder, on said pavement.

And hereby Petition your Honorable Body to cause said shoulders, to be widened out, to at least 24 inches and your Petitioners will ever pray.

J. O. Watson Judge
P. E. Woodcock Commissioner
R. W. Scott Commissioner

October 21, 1921

Kibler & Bartlett,

Corvallis, Oregon.

Gentlemen:

Pursuant to your verbal request of today, I am attaching herewith an assignment from this Commission, of any interest in your claims against the Southern Pacific Company for damage to cement or empty sacks shipped to the Corvallis project.

Trusting that this will fulfill the requirements of the railroad company,

Very truly yours,

Secretary.

RAK:ZM

Encls.

Oct. 13, 1921

Mr. Nora French,
Willamina, Oregon.

File

Dear Sir:

I am in receipt of your letter of October 11th relative to the accident with one of the trucks working for Kibler and Bartlett south of Corvallis. Mr. Bartlett was in this office last week and in conversation with me mentioned the fact that he had received a statement from you and that the bill would be paid.

I think that the reason that you have not heard further from Mr. Bartlett can be explained by the fact that he was on his way to southern Oregon to look over new contracts on which he contemplated bidding. I am quite sure that your bill will receive proper consideration from Mr. Bartlett on his return.

Very truly yours,

Division Engineer.

JCMcL:MTM

CC to Mr. Bartlett.

Killamina Oregon
Oct 11-1921

Mr McLeod.

Dear Sir

I am writing you to day in regard to the accident I had with the truck driver above Corvallis on the high way. I saw Mr Bartlett. he advised me to find the cost mail to him said that would be all there would be to it. well I phoned to Portland to the Mitchell firm who I bought my car of, they sent me a bill of what it would cost. I wrote & sent the bill to Mr Bartlett, they have done nothing about it, is it possible that I am

October 10, 1921

Judge Wilson.

...se for a few hours this
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... to write y..u some..ing

... with Mr. G. G. Kelley
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...pletion of side ditches
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...make special endeavor to
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...s is the only critical
...tween Corvallis and the

...ours,

Division Engineer.

JMcL:LM
cc. J. G. Carter, Corvallis, Oregon.

not going to have any recourse in this matter. just let a careless truck driver back into me. it wasent his fault that he dident kill some of us. I had hoped I would not have any trouble in this matter. but it begins to look as though I was as intend Mr truck driver shall pay the cost. I will be very glad if you will help me out in this matter if you can will be glad to hear from you soon

I am yours very truly,
Nota Trench
Willamina
Oregon

October 18, 1921

Judge Wilson.

...se for a few hours this
...ion of the ditches on
... to write you some thing

... with Mr. O. C. Kelley
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Division Engineer.

JCMcL:EM
cc. J. O. Carree, Corvallis, Oregon.

VOTED H.N.

October 10, 1921

County Court of Benton County,

Corvallis, Oregon.

Attention Judge Wilson.

Gentlemen:

Mr. Munn while in the Salem office for a few hours this morning, called my attention to the condition of the ditches on the Corvallis-South Section, and wished me to write you concerning the same.

He was over this work in company with Mr. C. C. Kelley a week ago and was very much worried over the slow progress being made in ditching and drainage on this section in comparison with other sections of the highways, and especially in view of the approaching wet weather season.

You are, of course, aware that the safety of the new concrete pavement depends largely upon the completion of side ditches and lateral ditches from the road to the river to give proper drainage to this section. Could you not therefore, make special endeavor to concentrate with all available forces on this work for the next week or two in the hope of its completion before any bad weather.

I might add, in closing, that this is the only critical section, from the standpoint of drainage, between Corvallis and the California Line.

Respectfully yours,

Division Engineer.

JCMcL:EM
cc. J. G. Garrow, Corvallis, Oregon.

October 20, 1921

Southern Pacific Company.
Union Station,
Portland, Oregon.

Attention Mr. E. L. King, Supt.

Gentlemen:

Will you please advise if arrangements can be made to plank the Fisher Hill spur crossing of your line just south of Corvallis at the point where it crosses the West Side Pacific Highway.

Our recently completed concrete pavement on the Corvallis South Section is to be opened to thru traffic on October 15th; in fact, about half the thru traffic is now temporarily using this section. We are desirous that this crossing be fixed on or before that date.

Your office was written concerning this matter several months ago.

Respectfully yours,

HERBERT HUNT,
State Highway Engineer.

By

Division Engineer.

JCMcL:LM

PF 50/

October 7, 1921

Seattle-Oriental Machinery Company,
1715 L. C. Smith Building,
Seattle, Washington.

Gentlemen:

In reply to your letter of October 6th relative to Kiblorn & Bartlett who have the contract for paving the Corvallis-South Section of the West Side Pacific Highway inn Benton County.

The actual paving operations on this project have been completed but there remains a considerable amount of work in placing shoulders and cleaning up, which will take a few weeks yet, so that it is not probable that the final payment to these contractors will be made before December 1st.

Very truly yours,

Secretary.

RAK:LM

CABLE ADDRESS
"SOMCO"
CODE
A B C 5TH EDITION

Seattle-Oriental Machinery Company

MACHINERY MERCHANTS
DOMESTIC AND FOREIGN TRADE
SPECIALIZING IN CONSTRUCTION MACHINERY
ROAD BUILDING AND PAVING EQUIPMENT
NEW AND REBUILT

1715 L. C. SMITH BUILDING
PHONE: ELLIOTT 2414

SEATTLE, WASH. U. S. A.

Oct. 6th, 1921.

State Highway Engineer,
State of Oregon,
Salem, Ore.

Dear Sir:-

We wish to inquire concerning the status of the work under contract to Kibler & Bartlett near Corvallis, Ore.

Our interest consists in some equipment used by the above firm on work near Corvallis, and we would like to know if the work has been completed, final payment made and bond released, or just how the contract does stand at present.

Thanking you for any information you are at liberty to give us, we are,

Yours very truly,

SEATTLE-ORIENTAL MACHINERY CO.,

By Stanley Dent

STS/S

Sept. 25, 1921

Mr. J. G. Carrow,
Resident Engineer,
Corvallis, Oregon.

File 2-P4

Dear Sir:

I note on your summary accompanying monthly estimate on the Corvallis-South Section, the price of $3.10 noted opposite yardage of seven-inch pavement laid last month. This price seems about right, but we must have a letter from Kibler and Bartlett quoting this price before we can put through the monthly estimate and include this item. Will you therefore see the contractors as soon as possible and get a letter from them quoting us a price of $3.10 per square yard for seven-inch concrete pavement. Send your reply "Attention of Mr. L. E. Parsons".

Very truly yours.

Division Engineer.

JCMcL:ETH

B. H. D. FORM 89 6-14-17

STATE OF OREGON—HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Oct 1, 1921

County of Benton — Week from 9-24-1921 to 10-1-1921

Highway West Side

Section Corvallis S. & E. Polk Co. Line / Corvallis & Yaquina Bridge

Camp location Polk County line 1½ Miles North.

Mail address Corvallis

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

OCT 3 1921 — STATE HIGHWAY DEPT.

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

20.A.- Shouldering in progress by contractor County tractor at work grading shoulders. Will soon fill is now ready for reception of gravel. No teams at work as yet on Sticks. Am still surveying County Court. concerning ditching etc.

2AA.- Ditching and shouldering grade in progress. Foreman has trouble to get sufficient laborers to steel work. To must farm work in progress.

2700.- All gravel is now on the section. Dressing will with road grader today.

Flynn Bridge — All bents for trestle approach are up. also the stringers on approach in. About 60% of the floor is laid. Guard posts are in. Face work complete ready for reception of floor system of trees.

Signed J. G. Gannon.

Title Resident Engineer

Sept. 10, 1921

Kibler & Bartlett,
Corvallis, Oregon.

File PR-80

Gentlemen:

We are in receipt of your letter of the 9th inst making inquiry regarding your August 20th estimate for paving the Corvallis-South section of the West Side Highway in Benton County.

We beg to advise that this estimate is in line for regular payment and voucher is out for signature by the Highway Commission at the present time. We assure you that payment is being expedited as much as possible. This payment will be in the amount of $52,819.80.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Asst. Office Engineer.

Dic. by J. W. DeSouza.

KIBLER & BARTLETT

CONCRETE PAVING CONTRACTORS

Corvallis, Ore. 9/9/21

Mr.Herbert Nunn

Highway Engineer

Salem Ore.

Dear Sir:

Is there any special reason why payment on our estimate made up to Aug. 20th. is detained? We have a large amount of bills to pay, and are in need of this payment, and if there is no special reason for not remitting we would thank you very much if you would look the matter up for us.

Yours very truly.

Kibler & Bartlett.

By P.M. Kibler

K&B/MB

RECEIVED SEP 10 1921 STATE HIGHWAY ENGINEER

P.S.P.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.

REFERRED TO
Bridges
BY H. N.

August 18, 1921

AUG 19 1921
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem, Oregon.

Gentlemen:

We note that the bridge at the north end of Oregon F. A. No. 50 has not as yet received needed strengthening. Recently a truck broke one of the stringers and the whole floor system looks doubtful.

Coos & Curry
50-41

Please advise us just what your survey of this structure disclosed and also steps if any being taken to put this bridge in condition before highway is opened again.

Yours very truly,

C. H. Purcell

District Engineer.

PRS-10

June 25, 1921
Files

Mr. J. G. Garrow,
Resident Engineer,
Corvallis, Oregon.

Dear Sir:

The enclosed letter, received from the U. S. Bureau of Public Roads, has the approval of this Department, and you are hereby instructed to comply with the recommendations therein, as far as practicable.

Very truly yours,

State Highway Engineer.

HH:HH

~~In the latter etc~~

June 25, 1921
File:

Mr. C. H. Purcell, District Engineer,
U. S. Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

I am in receipt of your letter of June 20, 1921, regarding additional gravel for sub-base on Federal Aid Projects Nos. 80 and 82.

The recommendations in your letter are approved by this Department and an order has been sent out, this date, to comply therewith.

Very truly yours,

State Highway Engineer.

HM:MZ

NOTED
W. D. CLARKE

Mac Show to Clarke

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

June 20, 1921.

RECEIVED
JUN 21 1921
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem, Oregon.

So Corvallis - South
57 Kerby - Dist. 1

Gentlemen:-

On Oregon Federal Aid projects Nos. 50 and 52, we note that the existing gravel sub-base will be entirely removed in some places, during grading operations. In other places the thickness of the gravel sub-base will be greatly reduced.

In places where the gravel is entirely removed we believe it would be advisable to increase the thickness of concrete to 7". Where the gravel is reduced to less than four inches some additional gravel should be added. The area of these places where additional thickness is required is not large and the additional cost involved will not be great.

On the Corvallis South job, in places the existing gravel is cut down and this gravel can be used in the shoulders, thereby reducing the amount of shoulder material required. In other places, where the gravel is entirely cut through, additional gravel will be required for sub-base. There is an allowance for shoulder gravel in the estimate.

We believe that the Resident Engineer should be directed to use gravel in the sub-base where required, and to balance this against shoulder gravel saved, as far as possible. This may result in some over-run on

NOTED
W. D. CLARKE

gravel, but the additional expenditure is warranted.

Please advise us as to your action in this matter.

Yours very truly,

District Engineer.

June 13, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-50

Dear Sir:

Herewith we are enclosing four copies of revised typical paving section for the Corvallis-South Section, Oregon Federal Aid Project No. 50. This section is based upon a uniform thickness of 6" instead of 6½" at the center and 5½" at the edges.

We are also enclosing four copies of a letter to the contractors, Kibbler and Bartlett, and signed by Division Engineer J. C. Noland for the State, and by D. N. Bartlett for the contractors. This letter serves as a mutual agreement effecting the change in type.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza.
HT
Enc.

C O P Y

Salem, Oregon
6/9/22

Kibler and Bartlett,
Corvallis, Oregon.

Dear Sir:

This will serve as your authority on your contract for paving from Corvallis south eight miles, for a change in specifications from a paving section having a thickness of 6½ inches on center line and 8½ inches on edges to a section having a uniform thickness of 6 inches.

It is mutually agreed between all parties concerned that this change in specification will in no wise constitute a claim on the part of the contractor against the State of Oregon or the U. S. Bureau of Public Roads for additional compensation, or a claim on the part of the State of Oregon or U. S. Bureau of Public Roads against the contractor.

Yours truly,

HERBERT NUNN,
State Highway Engineer,

By J. G. McLEOD,
Division Engineer.

Approved for the contractor,
Kibler and Bartlett,

By H. W. BARTLETT.

C O P Y

Salem, Oregon
6/9/21

Kibler and Bartlett,
Corvallis, Oregon.

Dear Sir:

This will serve as your authority on your contract for paving from Corvallis south eight miles, for a change in specifications from a paving section having a thickness of 6½ inches on center line and 5½ inches on edges to a section having a uniform thickness of 6 inches.

It is mutually agreed between all parties concerned that this change in specification will in no wise constitute a claim on the part of the contractor against the State of Oregon or the U. S. Bureau of Public Roads for additional compensation, or a claim on the part of the State of Oregon or U. S. Bureau of Public Roads against the contractor.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By J. C. McLEOD,
Division Engineer.

Approved for the contractor,
Kibler and Bartlett.

By H. H. BARTLETT.

R. A. BOOTH, EUGENE, CHAIRMAN
S. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PLS

Corvallis, Oregon June 7, 1921.

Herbert O. Nunn, State Highway Engineer,
Salem, Oregon.
Dear Sir.

Jas. Bartlett of the firm of Kibler and Bartlett says he will start paving Thursday morning June 9 on the Corvallis South section of the West Side Highway: am sending word to Mr. Hall.

Yours respectfully,
J. G. Mason,
Resident Engineer.

Talked @ 2 M.
Harp Nunn to Mr. Hall
and Noted [illegible]

NOTED
J. G. M.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

June 6, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

On Oregon Federal Aid project No. 50 it is now proposed to lay pavement with a uniform thickness of 6" instead of 5½" at edges and 6½" center. This change will be approved by this office but it is suggested that a supplemental agreement covering the change should be prepared and forwarded before actual paving operations are begun, or as soon as possible thereafter. Revised typical sections should also be furnished this office.

Yours very truly,

C. J. McCrossen
Acting District Engineer.

RECEIVED
OREGON STATE HIGHWAY COMMISSION

June 3, 1921

PRD

Mr. J. C. Carroud,
Resident Highway Engineer,
Corvallis, Ore.

Dear Sir:

This is to acknowledge your letter of the 1st., relative to the Roy Richard cattle crossing.

I note in your letter that the County Court have requested an opinion with relation to Mr. Richard's rights in the premises.

This request should be addressed to Mr. VanWinkle, the Attorney General, and then if he wants the opinion prepared by me he will so instruct me; he may, however, want to prepare the opinion himself.

It has been the plan and arrangement in the Attorney General's office to have all requests from state or county officials for opinions come to the Attorney General and then he can assign the work or do it himself; in this way his office can keep tab on the opinions that go out, therefore, I am going to suggest that you ask the County Court to take the matter up direct with Mr. VanWinkle.

Yours very truly,

Assistant Attorney General.

JEDiAF

FORM 4 5M-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 1921
LEGAL DEPARTMENT

OREGON STATE HIGHWAY COMMISSION
SALEM

P.R.D.

Corvallis, Oregon, June 1, 1921.

J. Kat. Devers,
Assistant Attorney General.
Salem, Oregon.

Dear Sir,

In regard to the cattle pass matter at Roy Ricards farm, will say that I have found no further road records that might have any bearing on the subject. Have asked the County Surveyor and others who might possibly know of such record.

In conversation with old residents I find that this cattle pass has been used for at least 40 or 50 years. One of the County Commissioners who has been negotiating with Mr. Ricard, says that Mr. Ricard will give up his rights for the sum of $600.00, which is only a small part of what a fence would cost.

The County Court would like an opinion from you as to Mr. Richards rights in the matter. The County Attorney had Mr. Rickard for a client, before his appointment. Vic Denman resigned, as he "Sees" in an awkward position: hence the request of the Court. I am sending you some "fotos" of the bridge and cattle pass. They may help you.

Yours respectfully
J. G. Gamon,
Resident Engineer.

March 20, 1921

Messrs Fibler & Bartlett, Contractors
Corvallis,
Oregon

Gentlemen:-

In view of the fact that the sand which you are furnishing from your plant south of Corvallis for use on the Corvallis-South Section of the West Side Highway has been given a thorough test and found unsuited for concrete pavement as to grading and compressive strength, I presume that you are taking steps to correct these deficiencies, either by manufacturing sand or shipping in a coarse natural sand.

It has been just three weeks since my visit to your plant in company with Mr. C. L. McKesson of the U. S. Bureau of Public Roads. At that time I expressed the firm opinion that your sand would not come up to specifications as to grading and that it would be necessary to blend this sand with a coarser one. My opinion has been supported by tests on samples taken that day and reported to you by telegrams some 10 days ago.

Kindly advise me of the approximate date on which you will be producing the necessary material to correct the deficiencies of your natural sand as I am very anxious to see yourwork progress without undue delay. I am enclosing copies of reports on two samples taken from your plant site. No. 3502 is the sample that you and Mr. Hagen collected in a boat before the site was decided upon. No. 3791 is the sample taken by me March 9th from your sand bin at your bunkers. You can plainly see that the second sample does not fulfill specifications nor does it come up to the first sample in quality.

Respectfully yours,

HERBERT NUNN
State Highway Engineer
by

Kenneth S. Hall
Testing Engineer

cc Office
J.O.Mikkel ✓
H.O.Hagen
Bureau of Public Roads

FORM 4 3M-5-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Pd 52

Corvallis, Ore. May 27, 1921.

J. C. MacLeod, Division Engineer.
Salem, Oregon.

Dear Sir,

Bartlett expects to start paving between June 3 and June 5. Will notify by phone when I have more definite information. He has ordered stakes so he can begin laying headers right away. He is "blacking" and rolling subgrade to-day. The pump on the pipeline is being installed to-day.

The County bridge foreman is strengthening the bridge which may need it on the detour, so it will be safe. Have by his orders from the Commissioners Hon Lehe to put brush at short turns, etc. The road is good. The Expect travel to come by this way for some time yet.

Will take care of signs you are shipping me as soon as they arrive, and erect them when there is need.

Yours respectfully,

J. G. Jarrow.

NOTED
J. C. M[illegible]

PR
J.O.

NOTED
H.N.

May 26, 1931

Mr. J. O. Garrow,
Resident Engineer,
Corvallis, Oregon.

Dear Sir:

I note in your letter of yesterday that you recommend closing the road for truck travel from Corvallis to Monroe and that you are detouring around the three mile section Kibler & Bartlett have scarified.

You will remember that I told you of the signs being made in Salem for erecting at the time road is to be closed between Corvallis and Junction City and that the road cannot be closed until these signs are erected. The signs will be complete with posts by tomorrow (Friday noon) at the latest, and will be immediately expressed in your care. Two signs will be expressed to you at Corvallis and two to Albany. They should be there Saturday morning at the latest.

If the detour road around the scarified section at the south end of the job is suitable, I would hold off the erection of the signs until the last possible moment, or in other words, until actual laying of concrete has started. Even with the detour this road is much better than the Albany-Harrisburg road.

Advise me on receipt of this the probable date that Bartlett expects to begin laying concrete so that we may advise the press. Also, as I wrote you in my previous letter, advise Mr. Hagen that your signs and Junction City signs may be erected simultaneously. Have all signs erected before any permanent barricards are in place.

Respectfully yours,

Division Engineer.

JCMcL:LH

...T. HEPPNER } COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER
HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 26 1921
STATE ... ENGINEER

Corvallis, Oregon, May 25, 1921

Hubert C. Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir,

The contractors, Kibler & Bartlett, on the Corvallis South section will begin setting forms to-morrow. I feel it advisable to close the road as soon as feasible, on account of the dust, from the newly scarified surface rising in clouds with every passing vehicle, settling on the clean gravel and sand piles along the road side, and also account of the dust clouds making it dangerous for the workmen while traffic is being maintained. There is a good detour only three miles longer than the present road. It is a graveled road. Advise no trucks travel this detour, but go through Albany and Harrisburg. Will place signs on detour at P.M. and close highway at 8:00 A.M. to-morrow.

Yours respectfully,
J. G. Gannon
Res. Engineer

FORM 4 5M-9-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Corvallis, Oregon, May 24, 1921.

Hon. J. H. Devers,
Assistant Attorney General,
Salem, Oregon.

Dear Sir,

In regard to the matter of Roy Richards cattle pass, I am sending you a copy of the original Survey notes as found in the files of the County Clerk. I have also consulted the Local Abstractor, and he assures me that there is no record of any rights having been granted Mr. Ricard by the Court: so any rights existing would have been gained by "adverse possession, of a kind." I do not know how many years a little foot way has been used under this bridge, but it is evident that it has been or used for a long time. Still make inquiry concerning length of time, and make further search by consulting the County Surveyor, whom I have been unable to find, concerning the matter, and then if I find any thing will report it.

In conversation with one of the Commissioners yesterday, it appeared that the matter might be settled by the Court, as they were then about to agree with Richard on a settlement on the matter of securing an O.K. for

-3-61

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

a fill replacing the bridge, and this with
pass matter as well. Will report their
progress if any soon.

Yours respectfully
J. G. Garrow,
Resident Engineer.

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER
HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

TO THE COMMISSIONERS OF BENTON COUNTY O.T.

Persuant To Appointment by an Act of the last Legislature Entitled "An Act to View and Locate a Territorial Road From Corvallis in Benton County to Estes in Umpqua, Passed at its session of 1853-54. A majority of us in obediance therewith met on the 29th of June last at Corvallis and after being duly quallified proceeded to determine on a general route for said road; Which being done, we again met (in full number) at Corvallis on the 17th day of July last, and with aid of Chainbearers, Axmen etc., duly quallified, Commenced a more minute review, finding a good practicable route, which we located by staking, making and setting Mile Posts as Required by said Act, and shown by the following notes and diagram of Survey so far as said road is laid in Benton County.

August 15th., 1854.

(Signed)Abiathar Newton
(Signed)Laban Buoy
(Signed)A. W. Fatterson
Commissioners and Surv.

NOTES OF SURVEY
Commencing on the East side of the Public Square in Corvallis--Thence

	Ch.	Links	
N. 70° E	4.	00	On Monroe St.
S. 20° E	33.	50	Third St.
S. 16° W	40.	00	To Mary's River
"	51.	67	Leave South Bank Of River
S. 4°30' W.			Through Thick Timber
	54.	00	Corner Fir Tree
	61.	00	Enter Prairie
	80.	00	Set 1st. Mile Post.
	15.	00	Cross Mill Race, Bearings S26°W
	26.	00	Enter Field
	80.	00	Set 2nd. Mile Post.
	20.	00	Leave field and enter prairie.
	80.	00	Set 3rd. Mile Post.
	80.	00	Set 4th. Mile Post.
	20.	00	Enter Timber and cross Sleugh.
	40.	00	Enter prairie.
	80.	00	Cross Old Road, Field. Set 5 Mile Post.
	80.	00	Set 6th. Mile Post.
	80.	00	Set 7th. Mile Post.
	80.	00	Set 8th. Mile Post.
	80.	00	Set 9th. Mile Post.
	27.	50	Richard Irvings Store at Buttes.
	80.	00	Cross field, Sleugh and set 10th Mile Post in Prairie.
	67.	60	Intersect old Road.
	80.	00	Set 11th. Mile Post.

R. A. BOOTH, EUGENE, CHAIRMAN
J. S. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

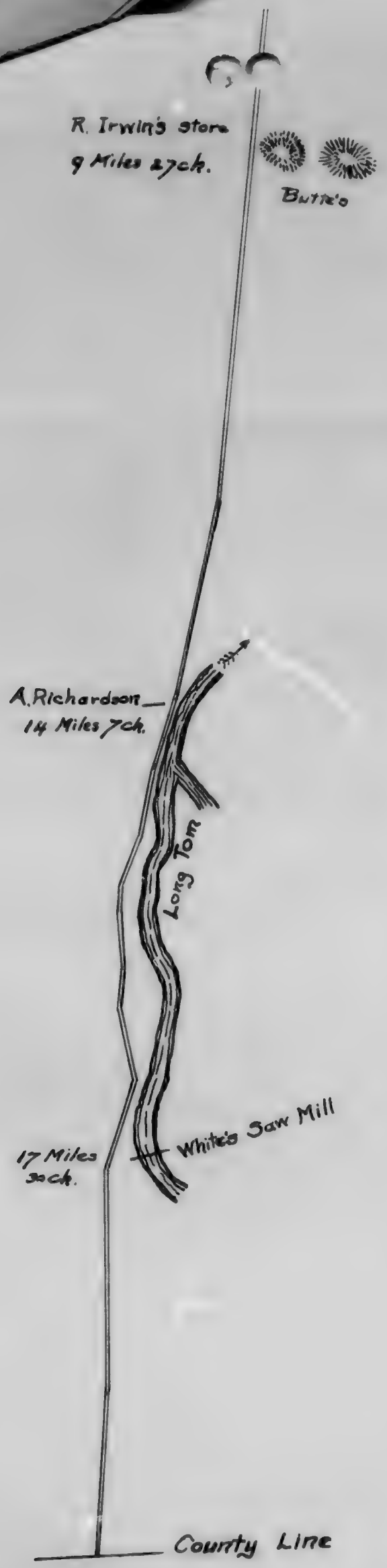
S.4°30'W	55.00	To Corner Stake.
S. 12° W.	25.00	Set 12th Mile Post.
S. 9°45'W	80.00	Set 13th Mile Post.
	80.00	Set 14th Mile Post.
.....	7.00	Aaron Richardson- Long Tom.
S.13°30'W	49.00	Corner Stake.
S. 8° W.	80.00	Set 15th Mile Post.
	9.50	Corner Stake.
S. 22°W.	35.00	Corner Stake.
S.2°30'E	51.00	Corner Stake.
S.7°30'E	80.00	Set 16th Mile Post.
	4.50	Corner Stake.
S. 3° W.	22.60	Corner Stake.
S.15°½E.	63.00	Corner Stake.
S.19°W	80.00	Set 17th Mile Post.
	30.70	Whites Saw Mill.
S3°45'E	80.00	Set 18th Mile Post.
	42.00	Corner Stake.
South	80.00	19th. Mile Post.
	36.00	Corner Stake.
S. 6° E	57.50	Enter Lane County.

1

Cattle Pass. looking

2

Bridge looking from West
Place print side by side
to show position of cattle
pass with ref. to bridge.



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Corvallis
A
mag. mer.

May 17, 1921

Mr. J. C. McLeod,
Office.

Dear Sir:

I have had another letter from Mr. Clarke relative to the Roy Richard matter, and before being able to answer him finally on this matter I wish that you would, as soon as convenient, get the history with reference to Richard's cattel crossing. It will be of value to know when this road was originally established, and how, and whether or not the bridge was constructed with the idea of providing for a cattle pass, or whether these people simply made use of that opening in the highway for the passage of cattle.

Any other information you can give me will be of value.

Yours very truly.

JMDelF

Assistant Attorney General.

May 17, 1921

Hon. Arthur Clarke,
District Attorney,
Corvallis, Ore.

My Dear Mr. Clarke:

Answering further with reference to the Roy Richard matter I wish to advise that I have requested our engineer Mr. Holcod to get us all of the facts with reference to the crossing, and particularly the historical facts with reference to its earlier use and origin, after which I shall be glad to take the matter up again with you, and if there is legal obligation devolving upon the Highway Commission requiring the Commission to make provision for the maintenance of this crossing, or in lieu thereof, to compensate Mr. Richard, I shall not hesitate to so advise the Commission.

Yours truly,

Assistant Attorney General.

HDMF

RR
5

May 16, 1921
Files

Mr. Herbert Nunn,
State Highway Engineer,
O f f i c e.

Dear Sir:

Inasmuch as we have no regular detour signs for the routing of traffic at Albany and Junction City, I assume that the signs referred to by the delegation from Corvallis are our standard Pacific Highway signs. There is a Pacific Highway sign at Albany and one at Junction City, routing traffic that way, which might be confusing to one unfamiliar with the East and West side routes.

The matter of signing the road from Albany to Corvallis and South to Junction City might well be deferred until a later date, since the road from Corvallis South will be blocked within two weeks' time and with no possibility of detour road. Kibler and Bartlett, contractors on the Corvallis South unit, expect to start laying concrete pavement inside of approximately ten days. When they start laying pavement, we will be obliged to route all traffic over the East Side Highway, thru Albany via Harrisburg to Junction City. This condition will hold for the balance of the summer.

Very truly yours,

Division Engineer.

JCMcL:ME

FORM 6A SH-5-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. B. BARRA[illegible], [illegible]
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

May 13, 1921
File

Mr. J. C. McLeod,
Division Engineer,
O f f i c e.

Dear Sir:

A delegation from Corvallis called at this office recently and requested that the two detour signs at Albany and Junction City should route traffic not only down the East side, but thru Corvallis.

Their suggestion seems to be fair, provided that there is a detour from Corvallis South which can be kept in fair condition, as many people will undoubtedly wish to travel thru Corvallis.

Please inform me as to your action in regard to this matter.

Very truly yours,

Herbert Nunn

State Highway Engineer.

HN:ME

ANSWERED
J. C. McL[illegible]

OFFICE OF
THE DISTRICT ATTORNEY
OF
BENTON COUNTY, OREGON

ARTHUR CLARKE.
DISTRICT ATTORNEY

CORVALLIS, OREGON. May 12th, 1921

RECEIVED
MAY 18 1921
LEGAL DEPARTMENT

Hon. J. M. Devers,
Assistant Attorney General,
Salem, Oregon.

My Dear Sir:

I am in receipt of yours of the 11th instant relative to the Roy Rickard matter.

I wish to state that this road has existed since the old ter itory days. It is the old highway to California. I suppose there is no direct means of knowing how long the passageway beneath the road has been in use, but probably not less than half a century, and probably ever since the road was laid out. I do not think the road ~~is~~ was condemned in the usual way, this road having been established by legislative enactment.

It occurs to me further that if the road was opened, leaving that passageway, that the State elected to take the roadway subject to the passageway and that the maintenance of the passageway is a property right.

I appreciate the fact that the matter is one for our county court as you suggest in the last paragraph, but as I explained in my first letter, I took it up with you in view of the fact that your engineer had suggested to one of our Commissioners an opinion contrary to the understanding of the County Commissioner. I felt perhaps you had been involved in the question and had some theory that I had not considered.

For any further suggestions you may offer I shall be indebted to you.

With kind personal regards

Sincerely yours,

Arthur Clarke
DISTRICT ATTORNEY

AC:M

March 30, 1938

Messrs Kibler & Bartlett, Contractors
Corvallis,
Oregon

Gentlemen:-

In view of the fact that the sand which you are furnishing from your plant south of Corvallis for use on the Corvallis-South Section of the West Side Highway has been given a thorough test and found wanting for concrete pavement as to grading and compressive strength, I presume that you are taking steps to correct these deficiencies, either by manufacturing sand or shipping in a coarse natural sand.

It has been just three weeks since my visit to your plant in company with Mr. C. L. McKesson of the U. S. Bureau of Public Roads. At that time I expressed the firm opinion that your sand would not come up to specifications as to grading and that it would be necessary to blend this sand with a coarser one. My opinion has been supported by tests on samples taken that day and reported to you by telephone some 10 days ago.

Kindly advise me of the approximate date on which you will be producing the necessary material to correct the deficiencies of your natural sand as I am very anxious to see yourwork progress without undue delay. I am enclosing copies of reports on two samples taken from your plant site. No. 3603 is the sample that you and Mr. Hagen collected in a boat before the site was decided upon. No. 3731 is the sample taken by me March 9th from your sand bin at your bunkers. You can plainly see that the second sample does not fulfill specifications nor does it come up to the first sample in quality.

Respectfully yours,

HERBERT NUNN
State Highway Engineer
by

Kenneth B. Hall
Testing Engineer

cc Office ✓
J.C.McLeod
E.O.Hagen
Bureau of Public Roads

for State Highway

OREGON P

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS,

WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

March 18, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

The project agreement and certificate to cover Oregon project No. 50 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LHB:FK

Form P. R. I. 2

State Oregon

Project No. 80

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1920

Form P. R. I. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of March, 1921, by and between the State Highway Commission of Oregon ~~, constituting for the purpose hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 30th day of November, 1920, a project statement, which was approved by the Secretary on the 22 day of January, 1921, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 18th day of Feb., 1921; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

One hundred and twenty-three thousand, nine hundred and sixty-four and 50/100

dollars ($123,964.50) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State Sale of Bonds authorized by Legislature under Chapter 175, (date By act of the Legislature of Laws of 1917, to meet Federal aid offered. and citation), appropriating dollars.

*(b) By the Count..... of By tax levy or bond issue authorized by act of (date and citation).

*(c)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point in Sec. 15, T 13 S, R 5 W, about 10 miles north of Monroe and Mary's Creek, being a point adjacent to south city limits of Corvallis. terminal points, a distance of 7.96 miles, known locally as the West Side Highway, Corvallis South section, Benton County

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State Sale of Bonds authorized by Legislature under Chapter 175, (date By act of the Legislature of Laws of 1917, to meet Federal aid offered. and citation), appropriating dollars.

*(b) By the Count..... of ..... (date and citation).
By tax levy or bond issue authorized by act of

*(c) .....

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Between a point in Sec. 15, T 13 S, R 5 W, about 10 miles north of Monroe and Mary's Creek, being a point adjacent to south city limits of Corvallis. terminal points, a distance of 7.98 miles, known locally as the West Side Highway, Corvallis South section, Benton County

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project, as well as a bridge across Mary's Creek at north end of the project together with the preliminary grading, shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures and grading not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction or modification, will be repaired or reconstructed or modified and new structures deemed necessary by the Secretary or said agents, but not included in such plans or specifications, will be constructed, or any further grading that may be necessary will be done by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without federal aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of One hundred and twenty-three thousand, nine hundred and sixty-four and 50/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of Two hundred and forty-seven thousand, nine hundred and twenty-nine and 00/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

.....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county.) (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer, Salem, Oregon
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... State ..... of
(State or county.)

..... Oregon ..... of such sums as shall not together with previous payments
(Name.)

exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.
(Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

STRICKEN OUT

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

.....

.....; upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 18th day of February, 1921.

STRICKEN OUT

State Highway Commission of Oregon
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.] By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.] .....
Acting Secretary of Agriculture.

Division Engineer.

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point in Sec. 15, T 13 S, R 5 W, about 10 miles north of Monroe and Mary's Creek, being a point adjacent to south city limits of Corvallis locally known as the West Side Highway, Corvallis South Section, Benton County and designated in the records of this Department as Project No. 50, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $247,929.00 as the total estimated cost of said project, and the sum of $123,964.50 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 18th day of February one thousand nine hundred and twenty-one, as witness my hand and the seal of the Department of Agriculture.

E. T. Ball
Acting *Secretary of Agriculture.*

(12)

J.H.L.

Division Engineer.

RR 1

March 10, 1921

Corvallis - South

Hon. J. O. Wilson,
County Judge of Benton County,
Corvallis, Oregon.

Dear Sir:

As per your verbal request in Portland, I have examined the plans for the Hill Race bridge south of Corvallis and find that there is required for reinforcing steel in the footings of this bridge, a total of 96 one-half inch square bars, each 5 feet 8 inches in length. This, I understood it, was all that remained on your steel order.

Concerning the headwalls for the two 48 inch concrete pipes to be installed at station 702 plus 60 on the same section, I am enclosing herewith copy of our standard headwall plan for this size pipe. I have roughly sketched on it in pencil the comparative position of an additional 48 inch pipe with approximately a 12 inch space left between pipes for convenience in backfilling, and have also shown in pencil the corrections to the various dimensions on the headwall. With this change in length the general plan can be followed.

During Mr. Garrow's illness I will ask you to refer any questions or requests for staking, etc. to Mr. Regan. I will also send a copy of this standard to him. There is no reinforcing steel required in this headwall design.

Respectfully yours,

Division Engineer.

JCMcL:LH
Encls.

cc. H. O. Regan, Corvallis, Oregon.

Copy for State Highway Department

Oregon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO.____

July 10/21

Dear Sir:-

We have today recommended to the Chief of Bureau the approval of the plans, specifications and estimate for Oregon Federal Aid Project number 50.

We are sending you, herewith, two copies of the agreement estimate which will be used as the basis of the project agreement.

Very truly yours,

_ ~

Chief Engineer.

(Enclosures)
2 copies agr. est.

State 123,964.00
Govt 123,964.00
$247,928.00

Form 38

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Corvallis - Dallas Date Jan. 29, 1921

Week from Jan 23 to Jan. 29

Highway West side Job Prefixes C-F-A

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Benton

Survey will be completed about Number in party 2

Camp location

Mail address Corvallis

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

RECEIVED
FEB 1 1921
STATE HIGHWAY ENGINEER

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Talked with the County Court regarding advertising of gravel locations on Corvallis-Dallas & advised same to forward their decisions in form of letter to Salem office. Stated they would comply with request.

Fibler & Pratt on Mile 9 gravel plant on Fri. The first fuse on the rocket snapped the fuse off about five feet below end. Little damage done to the bunker but quite bit of delay rebuilding fuse. Probably ten days.

NOTED
H. B. GLABYER

Signed D. E. Wilson

Title Div. Engr.

Copy for State Highway Department

OREGON F

B-1.

January 26, 1921.

RECEIVED
FEB 1 1921
STATE HIGHWAY ENGINEER

Mr. C. H. Purcell,
U. S. District Engineer,
Box 4167,
Portland, Oregon.

Dear Sir:

On January 22, 1921, the Acting Secretary of Agriculture approved Oregon project statement No. 50, involving the improvement of 7.96 miles of the Corvallis-South Section of West Side Highway Benton County, at an estimated cost of $247,929.00, and on which Federal Aid is requested to the extent of $123,964.50.

Very truly yours,

Chief Engineer.

LLB/fm

PR
50
1

January 26, 1921

Mr. H. O. Ragan,
Resident Engineer,
Corvallis, Oregon.

Dear Sir:

I am sending you under separate cover copy of plan for the Mill Race bridge just south of Corvallis on the Corvallis-South Section, with a list of quantities as furnished by the Bridge Department attached thereto.

I am also sending you a print for a 6x6 box culvert proposed at the gulch now spanned by a steel bridge.

In our conversation to the county court we talked of an 8x8 box. I first had a plan worked up by the bridge department for an 8x8, copy of which I will send you, but which ran very high in concrete and would cost approxi ately $6000 to build. By cutting down to a 6x6 box which will be ample for a cattle pass, a saving of approximately 50 yards of concrete can be made. Approximate quantities for the 8x8 box are shown on the plan of same and quantities of the 6x6 box are attached to plan of same.

Will you kindly talk this matter over with the county court at once and get a request from them in writing if they desire the State to proceed with the advertisement of these structures.

Please explain also our reason for recommending a change from 8x8 to a 6x6 box.

You will remember that the county court wished to know if market road funds can be expended on this work. Mr. Whitmore, Assistant Engineer in charge of market roads advises that this can be done.

If the court so desires this concrete work can be advertised at an early date.

Respectfully yours,

Division Engineer.

JCMcL:LM

[redacted]

APPROXIMATE QUANTITIES

Concrete - cu. yds.	225.5
Steel Reinforcement - lbs.	11,000

MELL PACE BRIDGE.

98 cu. yds. Class "A" concrete	@ $35.00	$3430.00
17,444 lbs. reinforced steel	.08½	1466.76
240 lin. ft. wood piling	2.50	600.00
140 lin. ft. handrail	4.00	560.00
95 cu. yds. Wet excavation	4.50	427.50
Total		$6484.26
Plus 10% for Engineering		648.42
		$ 7132.68
Plus 10% for Contingencies		713.27
Total		$ 7845.95

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

January 20, 1921.

JAN 22 1921

State Highway Commission,
Salem,
Ore.

Corvallis-Lost
P.R. #50

Gentlemen:-

We are today forwarding to the Chief of Bureau, with our recommendation for approval, plans, special provisions and estimate for Oregon Federal Aid project No. 50.

Our recommendation is dated January 4th, 1921.

Yours very truly,

District Engineer.

Stat
Fwd

Copy for State Highway Department OREGON

J-1.

January 17, 1921.

Mr. C. H. Purcell,
District Engineer,
Box 4167,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of Oregon Federal Aid Project Statement No. 50, which we are now recommending for approval.

Our recommendation is made with the understanding that the existing bridge over Sherps River at the beginning of the project will be carefully investigated prior to the submission of plans, specifications and estimate and will, if found necessary, be strengthened to meet traffic needs.

This matter may be reported on at the time of submitting plans, specifications and estimate.

Very truly yours,

Acting Chief Engineer.

ejw-mco.

RECEIVED
JAN 24 1921

January 17, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-50

Dear Sir:

We are enclosing herewith five copies of our unit price analysis for the concrete surfacing under Federal Aid Project No. 50.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SEP:ET
Enc.

UNIT PRICE ANALYSIS

Section CORVALLIS-DEPOE

County BENTON

Concrete Pavement, 14 ft. wide. Average thickness 6 inches.

	Cement Sack	Sand Cu Yd	Gravel Cu Yd	Pavement Sq Yd
Point of Origin	CORVALLIS	LOCAL	LOCAL	
Cost at Point of Origin (f.o.b.)	net .90	.10	.10	
Crushing, Screening, etc.		1.25	1.25	
Freight				
Length of Haul (f.o.b. to plant)	4.5	3.5	3.5	
Hauling, Handling, etc.	.11	2.20	2.20	
Total	1.01	3.55	3.55	
10% Loss in Hauling	.11	.35	.35	
Total	1.12	3.90	3.90	
Quantity per cu. yd. Concrete	6.64	.52	.74	
Cost of Materials per cu. yd. Concrete	7.47	2.03	2.89	12.41
Mixing, per cu. yd. Concrete				3.20
Placing Forms, etc., per cu. yd. Concrete				1.40
Total				16.41
Cu. Yds. Concrete per Sq. yd. Pavement				.5
Cost per sq. yd. Pavement				2.74
Finishing, Curing, etc., per sq. yd.				.15
Preparation of Subgrade, per sq. yd.				.10
Equipment, Overhead, etc., per sq. yd.				.10
Total Cost to Contractor, per sq. yd.				3.09
15% Profit to Contractor				.46
Estimated Bid Price				3.55

January 18, 1922

The J. McCracken Co.,
Blake-McFall Building,
45 Fourth St.,
Portland, Oregon.

Gentlemen:

Acknowledging your letter of January 14th relative to reinforcing steel to be required on the Corvallis-South paving contract, I wish to apologize for apparent delay in answering your previous letter.

I am unable at this time to give you any definite data on this job other than that half inch deformed square bar reinforcement will be used. As to the quantity of steel required, we will not know definitely until about to start subgrading. It is our intention only to use reinforcement where subgrade conditions make it seem advisable.

As soon as we are able to determine this definitely, we will give the quantities to Mr. Bartlett and he can communicate with you direct.

Respectfully yours,

J. C. WOOD,

Division Engineer.

JCWoLiLM

cc. Mr. B. M. Bartlett, c/o Kiber & Bartlett, Corvallis, Oregon.
cc. Mr. H. O. Bagnan, Resident Engineer, Corvallis, Oregon.

...C LIME

...IFIC COAST STEEL CO.
REINFORCING STEEL DEP'T

JNO. D. RIPLEY, VICE PRESIDENT

THE J. McCRAKEN CO.

ESTABLISHED 1884 INCORPORATED 1902

BUILDING MATERIALS

E. A. MAGURN, SECRETARY

"ATLAS" WHITE
NON-STAINING CEMENT

BUILDING SPECIALTIES
FORMERLY SOLD BY
F. T. CROWE & CO.

BLAKE-McFALL BUILDING
45 FOURTH STREET

PORTLAND, OREGON. January 14, 1921

Mr. J. C. McLeod, Dist. Engr.,
333 State House,
Salem, Oregon.

Dear Sir:

ALL CONTRACTS AND DELIVERIES ARE CONTINGENT UPON STRIKES, LOCKOUTS, ACCIDENTS OR DELAYS BEYOND OUR CONTROL

We have received no reply to our letter of December 21st relative to quantity of steel that will be required on the Corvallis South Paving Contract. Mr. B. N. Bartlett of Kibbler & Bartlett stated that you could give us an approximate estimate of the tonnage and size of rods that would be required on that work. He stated that matter had not been settled at the time he called on us here in Portland, but he expected that everything would be arranged very shortly.

Thanking you for such information as you are able to furnish us at this time relative to probable quantities of steel, we are

Yours truly,

THE J. McCRAKEN COMPANY

R. E. Cushman

REC:AZ

Jan. 7, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-50

Dear Sir:

We are today mailing to you under separate cover, the detailed plans for the paving of the Corvallis-South Section of the West Side Highway, Federal Aid Project No. 50. Along with these plans we are sending copies of the special provisions applying to this work, and plans for the reinforced concrete bridge to be erected by Benton County over the Mill Race at about Station 865.

Copies of the estimate which we desire to have used as a basis for the project agreement are attached hereto.

As has been the understanding, the section of highway to be paved under this project will be graded and drained by Benton County, and no federal aid will be expected in connection therewith. This part of the work, however, will be done subject to your approval.

It is planned to replace the 80-foot steel bridge at about Station 702, with a concrete box culvert and earth embankment. The steel bridge over Mary's River is in fairly good condition, although it is too light to meet our standard loading requirements. Some preliminary investigations of this structure have been made, from which it appears that the structure could, without a great deal of expense, be reinforced so as to be safe under standard loadings for a period of ten or twelve years. This may not be borne out by further investigations which we plan to make, but in any event we believe that structure can economically be made to serve for at least three more years. This matter will be taken up with you further as soon as necessary investigations are completed.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP:ET

Oregon State Highway Commission. Oregon Federal Aid Project No. 50.

CORVALLIS - SOUTH SECTION OF THE WEST SIDE

HIGHWAY IN BENTON COUNTY

* * * * * *

Estimate Submitted as Basis for Project Agreement. Based on Contract Prices.

7.96 Miles of Concrete Pavement. Salem, Oregon, Jan. 4, 1921.

Quantity	Item	Unit Price	Amount
1,000 Cu. Yds.	Excavation	$ 1.00	1,000.00
74,700 Sq. Yds.	Concrete Pavement (Type "A")	2.75	205,425.00
22,500 Lin. Ft.	Expansion Joints	.12	2,700.00
84,000 "	Shoulder Construction	.05	4,200.00
3,200 Cu. Yds.	New Gravel for Shoulders	3.00	9,600.00
500 Cu. Yds.	Reclaimed Gravel for Shoulders	2.50	1,250.00
300 Cu. Yds.	Shoulder Drains	3.75	1,125.00
1,000 Lbs.	Bar Reinforcement	.09	90.00
	Sub-Total		$225,390.00
	10% Engineering & Contg.		22,539.00
	TOTAL		$247,929.00

Length, 7.96 Miles.
Cost per Mile, $31,146.86.
State Funds Available, $123,964.50.
Federal Aid Requested, 123,964.50.
Total $247,929.00

59

December 28, 1920

Mr. C. H. Purcell, District Engineer
Bureau of Public Roads
Postoffice Building
Portland, Oregon.

F.A. #50

Dear Sir:

We are sending you herewith three copies of the project statement for the paving of the Corvallis-South Section of the West Side Highway, Federal Aid Project No. 50.

The detail plans for this project will be submitted within the next few days.

Yours truly,

HERBERT KUNK,

State Highway Engineer.

By

Office Engineer.

SHP.GS

December 8, 1920

Hansen & Rowland, Inc.,
L. C. Smith Bld'g.,
Seattle, Wash.

Gentlemen:

Your letter of December 6th, addressed to the State Highway Commission asking inquiry as to whether or not Bartlett & Kibler, road contractors, will be required to carry industrial insurance for their employes under the Oregon Industrial Accident law even though said contractors may elect to carry insurance with stock insurance companies, has been handed to me for reply.

You are advised that it has been the custom and practice of the Highway Commission to require the contractor to comply with the terms of his agreement with reference to compliance with, and acceptance of, the Workmans Compensation Act of this State, and I understand that the same rule and practice will be applied to the above contractors.

Yours truly,

JHD:AF

Assistant Attorney General.

I C ROWLAND, Sec

HANSEN & ROWLAND INC.

GENERAL AGENTS

SURETY BONDS GENERAL INSURANCE INVESTMENTS

L.C.SMITH BLDG. SEATTLE-TACOMA TACOMA BLDG.

RECEIVED
DEC 7 1920
HIGHWAY ENGINEER

Tacoma, Wash.,
Dec. 6th, 1920.

State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: BARTLETT & KIBLER - ROAD CONTRACT,
CORVALLIS

Please advise us whether or not the above named firm of contractors will be required to carry Industrial Insurance on their employees under Oregon Industrial Accident Law even though the contractors may elect to carry insurance with a stock insurance company in accordance with terms and conditions of the above mentioned Workmen's Compensation Law. We note in the contract signed by these contractors that it provided for insurance under the State Act so we want to be sure that a policy issued by our Company will be acceptable to your Commission in this particular instance.

Kindly advise us by early mail.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

By W. Jones
Casualty & Agency
Supervisor.

UJ/MW.

December 8, 1920

Kibler & Bartlett,
P. O. Box 1126,
Tacoma, Washington.

Gentlemen:

I am handing you herewith a copy of the executed contract covering the Corvallis-South Section of the West Side Highway in Benton County, for your records.

Yours truly,

Secretary.

MAK:LM
1 Encl.

PF
5-2

December 8, 1920

Mr. M. O. Regan,
Resident Engineer,
Corvallis, Oregon.

Dear Sir:

I am sending you enclosed a bulletin and Abram's Table of Proportions and Quantities for Concrete for Road Construction.

There is some very interesting and instructive data covered in these articles particularly in view of our coming work on the Corvallis-South Section.

Respectfully yours,

Division Engineer.

JCMcL:LM
Encls.

December 7,1923.

Bureau of Public Roads,
P.O. Bldg.,
Portland,Oregon.

Gentlemen:

I am in receipt of a letter from Kibler & Bartlett, Contractors, stating that they have requested that you rent them equipment for use on the Corvallis South Section of the Pacific Highway.

I understand this is satisfactory to you providing this department guarantees the rental charge. This can be handled by us only by you renting the equipment to this department and this department re-renting to Kibler & Bartlett.

We would in no way be responsible for the loss of the equipment or for its condition when it is returned.

Kindly advise if this arrangement is satisfactory to you.

Yours respectfully,

HERBERT HUNN,
State Highway Engineer,

By

CLG/H

CC- Kibler & Bartlett,

Corvallis, Oregon.

November 20, 1920

Mr. H. O. Hogan,
Corvallis, Oregon.

Dear Sir:

I am sending you under separate cover a copy of the recent contract entered into with Kibler & Bartlett for the paving of 7.96 miles of 16 foot pavement south of Corvallis.

I am also sending you a blue print showing a tabulation of the bids received on this work.

Respectfully yours,

Division Engineer.

JCMcL:LM

STATE Oregon

PROJECT NO. 50
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) November 20, 1920.

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission
constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapter 175, Laws 1917, and Chapter 71, Laws 1920.
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said

Rules and Regulations. After construction of the said road it will be properly maintained by
State Highway Commission assumes responsibility for maintenance.

1. Local name of road Corvallis-South Section of West Side Highway.
2. Located between Corvallis and Monroe, County of Benton
3. Points of beginning and ending Begins at South City Limits of Corvallis.
Ends at North End of pavement to Monroe.
4. Length in miles (gross) 7.96 (net) 7.96

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4256

5. Miles of project used as post route 7.2; miles not used as post route - - -

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each Begins at city limits of Corvallis. Population about 7,000.

8. Tolls collected on roads or bridges on this project, if any No.

9. Is project part of State's five-year program heretofore submitted? No.

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Link in important through State Highway. Connects with paved highways at both ends.

11. Improved roads adjacent or contiguous and type of each Connects with paved highway to Monroe. Connects with paved streets in Corvallis.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 200, and (*c*) horse-drawn vehicles 5

13. Local traffic, approximate average daily number of (*a*) trucks 5, (*b*) passenger motor vehicles 20, and (*c*) horse-drawn vehicle 20

14. Description and present condition of traveled way Well graded road with gravel surfacing averaging about 16-foot in width.

8—4264

15. Proposed width of surfacing 16; feet between ditches 26; approximate maximum gradient 6 per cent.

16. Proposed type of construction 16 feet of 6" Concrete Pavement with 3-foot Gravel Shoulders.

17. Location, nature, and extent of deposits of local materials suitable for use on this project.

Gravel available with average haul of about five miles.

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $123,964.50

Sale of Bonds authorized.

(Amount.) (Source; refer to statute.)

(b) County None

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by

(State or (and) county.)

from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project

Oregon State Standard Forms of Contract and Contractor's Bond will be used.

S—4256

		Structures over 20′ span				
		Other items				
800	cu yds	Reinforced Gravel for Shoulders		2	50	1,250 00
500	"	Shoulder Drains		2	75	1,125 00
1,000	lbs	Bar Reinforcement			09	90 00
			Subtotal			$ 125,290 00
Length, 7.96 miles.			10% Engineering and Contingencies			12,529 00
Cost, $ 28,166.56 per mile.			Total			$ 247,900 00

This estimate approved by: S. A. Probert

District Engineer

(Title)

26. Amount of Federal aid desired $125,964.50 (State in lump sum or percentage, but not both.)

S—4256

25. Reconnaissance estimate of cost of project:

Made by S. H. Probert Date November 30, 1922

Approximate Quantity.	Unit.	Item.	Price.	Amount.
	Cu. yds.	Excavation, ____% rock		
	Sq. yds.	Surfacing of		
1,000	cu yds	Excavation	$ 2 00	2,000 00
74,777	sq yds	Concrete Pavement	2 75	205,622 00
22,500	lin ft	Expansion Joints	12	2,700 00
84,000	"	Shoulder Construction	05	4,200 00
2,200	cu yds	New Gravel for Shoulders	3 00	9,000 00
		Structures of 20′ span or under		
		Structures over 20′ span		
		Other items		
500	cu yds	Reclaimed Gravel for Shoulders	2 50	1,250 00
500	"	Shoulder Drains	3 75	1,125 00
1,000	lbs	Bar Reinforcement	09	90 00
		Subtotal		$ 225,987 00
		10% Engineering and Contingencies		22,579 00
		Total		$ 247,566 00

Length, 7.96 miles.

Cost, $ 31,144.84 per mile.

This estimate approved by:

S. H. Probert

Office Engineer

(Title)

26. Amount of Federal aid desired $225,964.80

(State in lump sum or percentage, but not both.)

8—4256

27. Payment desired on completion or as work progresses As work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of State of Oregon, Salem, Oregon.

29. Additional remarks All grading that may be required to bring roadbed to standard grade and cross-section, and the construction of all drainage structures that may be required, will be handled and paid for by Benton County. The State Highway Commission assumes responsibility for this work being done to the satisfaction of the Bureau of Public Roads.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

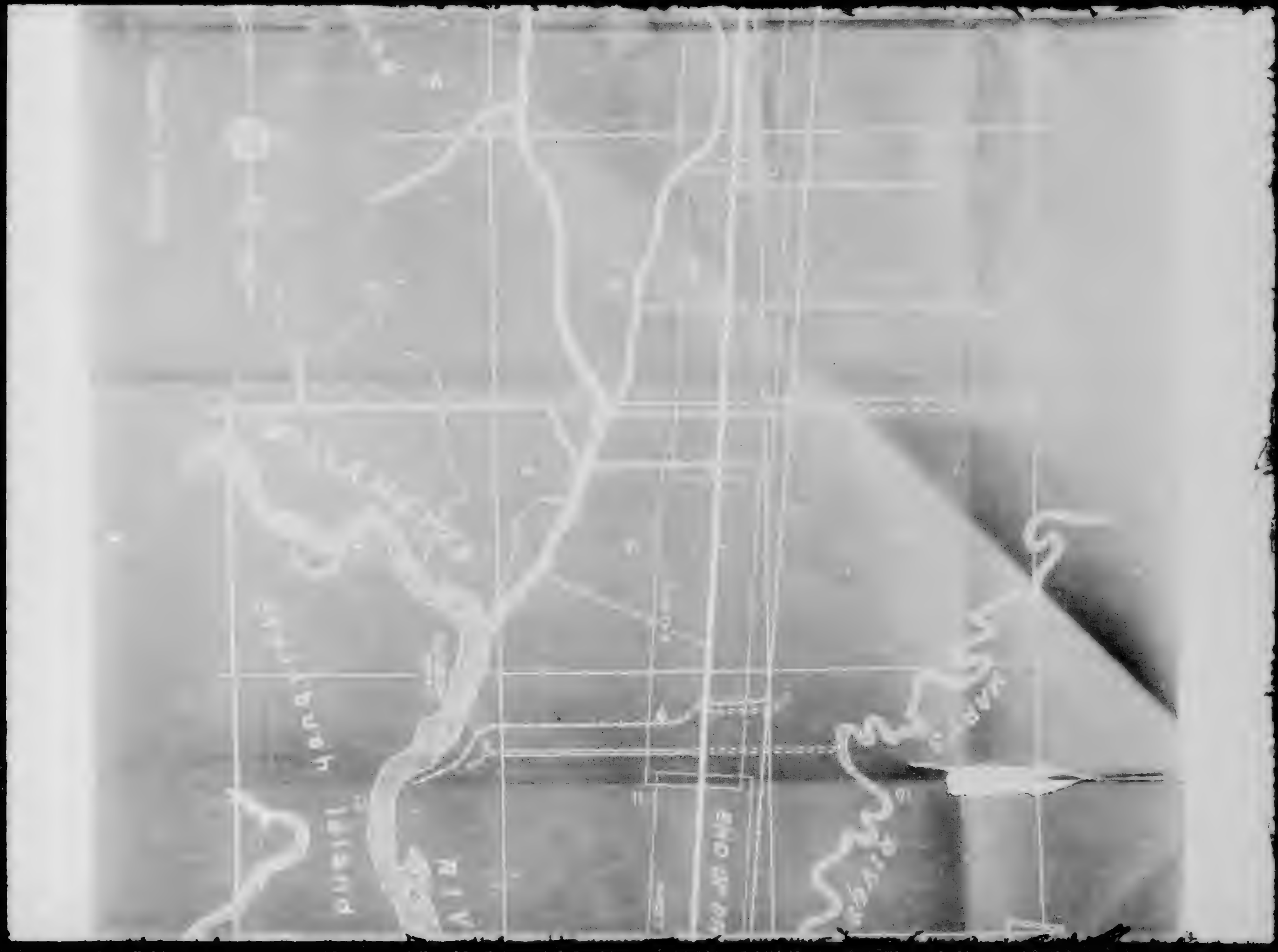
OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By A. D. Cook
Commissioner.
(Title of officer.)

By J. R. Nunn
Commissioner.
(Title of officer.)

By
Commissioner.
(Title of officer.)

8—4256


RIVER

GORDELLS
RIV
Island
DEARTOW CO
Utah

Fidelity and Deposit Company of Maryland

HOME OFFICE BALTIMORE

DEPARTMENT OF OREGON

R. E. PINNEY
RESIDENT VICE PRESIDENT
CLARENCE D. PORTER
MANAGER

McCAMANT, BRONAUGH AND THOMPSON
GENERAL COUNSEL
NORTHWESTERN NATL. BANK BLDG.

807 GASCO BUILDING
TELEPHONE MAIN 3180

PORTLAND, OREGON,

Nov. 22nd, 1920.

RECEIVED
NOV 1 1920

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

We are today forwarding you under separate cover contract in duplicate of Messrs. Kibler and Bartlett for the paving of West Side Highway in Benton County Oregon.

Very truly yours,

Clarence D. Porter
Manager

CDP:E

November 18, 1930

Kibler & Bartlett,
P. O. Box 1156,
Tacoma, Washington.

Gentlemen:

I am sending you by express addressed Tacoma, Washington, not having your office address, four copies of the contract for the construction of the Corvallis-South Section of the West Side Highway in Benton County.

Please execute all four copies of the contract and bond and return to this office for the approval of the members of the State Highway Commission after which we will be pleased to furnish you one copy for your records and one copy for the surety furnishing the bond.

Yours truly,

Secretary.

HAK:LM

November 8, 1926.

Mr. H. O. Ingram,
Resident Engineer,
Box 2054,
Corvallis, Ore.

J.A. #50

Dear Sir:

This will advise that we have assigned project S-34 to Paving the Corvallis-South Section of the Yost Side Highway in Benton County.

Very truly yours,

STATE HIGHWAY ENGINEER.
State Highway Engineer.

By

Office Engineer.

Mc by H S Gladwyn
CJH

cc to Mr J C McLeod

November 1, 1920

Mr. H. O. Ragan,
Box 334,
Corvallis, Oregon.

Dear Sir:

Answering your note attached to October payroll, regarding distribution of time for field party on the Corvallis south Section during October. I cannot give you a prefix as yet as there is a possibility that this work might still be a Post Road Project, especially if the job should go contrete pavement.

As soon as this job is awarded you will be given a job prefix and you can show equivalent time during November to offset time spent on the Corvallis south Sectio during October.

Yours truly,

Division Engineer.

JCHoL:EM

cc. Mr. H. B. Glaisyer, Office.

ANSWERED H. B. G.

Assigned 2 PA 10/8/20

NOTED H. B. GLAISYER

CHARLES FFOLLIOTT, Prest.
H. L. MUNDY, Treas.

A. D. McDOUGALL, Vice Prest.
NATT McDOUGALL, Secy.

J. C. BAXTER, Genl. Supt.
R. M. KNOX, Asst. Genl. Supt.

RAILROAD CONSTRUCTION
STRIPPING & MINING IRON ORES
FOUNDATION WORK
CONCRETE WORK
TIMBER WORK
TUNNELS
BRIDGES
DAMS

A. Guthrie & Co., Inc.

CONTRACTORS – ENGINEERS

ST. PAUL OFFICE
366 JACKSON STREET

PORTLAND OFFICE
552 SHERLOCK BLDG.

PORTLAND, OREGON,
November 4, 1920.

State Highway Commission,
Salem, Oregon.

Gentlemen:

ATTENTION ROY A KLEIN.

The bidding sheets for the Corvallis-South section of the West Side Highway for Type "A" pavement contain an item of 500 cu. yds. reclaimed rock and gravel, while on the Type "D" pavement for the same job this item contains only 200 cu. yds. of reclaimed rock and gravel. Is this not a mistake?

It seems to us the reclaimed rock and gravel quantities should be the same for both types of pavement and we are calling your attention to this matter because it seems to us that the Type "D" pavement has an advantage which may decide the letting of the job.

Will you please advise us quickly whether or not this item is in error?

Very truly yours,

A. GUTHRIE & CO., INC.,

By R. F. Hoffmark.

Granted O.K.
Ans by phone
11/8

RFH/B

November 1, 1920

Mr. K. O. Bagum.
Box 334.
Corvallis, Oregon.

Dear Sir:

Answering your note attached to October payroll, regarding distribution of time for field party on the Corvallis south Section during October, I cannot give you a prefix as yet as there is a possibility that this work might still be a Post Road Project, especially if the job should go concrete pavement.

As soon as this job is awarded you will be given a job prefix and you can show equivalent time during November to offset time spent on the Corvallis south Sectio during October.

Yours truly.

Division Engineer.

JCMcL:EH

cc. Mr. H. E. Glaisyer, Office.

October 29, 1920.

Mr. S. Benson,
1501 Yeon Building,
Portland, Oregon.

Dear Mr. Benson:

Replying to your inquiry over the telephone this afternoon regarding the use of crushed rock on the Corvallis-South project, would say that our specifications for that job do not call for any crushed rock for the sub-base. We have an item, however, of 5000 cubic yards of gravel sub-base. The length of this project is approximately 8 miles which would make 625 cubic yards per mile.

We have found on all our jobs that when we cut down the crown and scarify the old gravel road there is not nearly as much gravel as it appears. For instance, on the Monroe-North job, up to date there has been required 1300 yards per mile under the bituminous pavement, and on the Salem to Brooks job, the requirement was approximately 1000 yards per mile of new gravel. So it is very doutful if the amount specified will be sufficien for the job.

On the Newberg to West Dayton section, we have offered an alternate of using either broken stone or gravel under five inch bituminous pavement. This would make 300 cubic yards per mile which in the writer's opinion will not be found sufficient. You will note in both of these projects on the concrete pavement, while no provision has been made for gravel sub-base, it has frequently been found necessary to place reinforcing in the concrete slab over places where there are weak subgrade conditions which will increase the price of the concrete pavement correspondingly.

In the Skipanon-Seaside section in Clatsop county, broken stone has been called for in the subbase since this is considered superior to gravel and can be obtained as readily as gravel as water delivery can be made from quarries on the Columbia River.

Very truly yours,

RAK-J

Secretary

October 29, 1920

Mr. H. O. Hagan,
Corvallis, Oregon.

Dear Sir:

Will you kindly furnish me with some field information to aid me in making an intelligent estimateon the newly advertised section from Corvallis south?

For your information I am sending a copy of recently submitted report of K. S. Hall, Testing Engineer, of the results of his findings on material situation on this job.

Will you kindly make me a rough sketch map showing graphically the relation of these gravel pits mentioned, to our road and to the railroad. I would like mileages shown from gravel pits to the road and from quarry to road, and distances from the nearest railroad sidings and also mileage from the siding at Corvallis to the north end of the job. These facts will be necessary in figuring of hauls.

I had planned on going over this with you personally but have been detained on other work in Salem. I will try, however, to check over my estimate on this with you before submitting it. My present plan is to go through Corvallis Tuesday afternoon on my way south.

I note on M. R. DeWitt's submitted profile a notation opposite station 773 which reads: "Sand and gravel .6 miles east Kiger Island road." Please investigate this also as to suitability.

Respectfully yours,

Division Engineer.

JCH:L:LM

FORM 4 SM-7-20

S. BENSON, PORTLAND, CHAIRMAN
N. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

October 26, 1920

Subject:- Materials, Corvallis South paving work.

Mr. Herbert Nunn,
State Highway Engineer,
Office

Dear Sir:

The local available materials for the proposed Corvallis South Paving job are confined to gravels and the sands occuring with them. No suitable crushed rock supply is known within an economic hauling radius.

The tests on nearly a dozen pits and bars narrows the acceptable gravel deposits down to the following for both Portland cement and asphaltic concrete pavements;

The pit on the Judd Smith property 2½ miles east of Sta. 601.

The pit on the upper Peoria Road 1½ miles east of Sta. 498.

The pit now operated by the Pacific Bridge Co. on the Long Tom River north of Monroe.

While these gravels show up satisfactorily in the abrasion tests they contain very little material over 1½ inches in size. This will mean that in a Portland cement concrete the aggregate will be somewhat finer than desirable and that in an asphaltic concrete there will be very few if any crushed particles in the mixture.

Coarse material is found in the river gravel at Corvallis, both in the city and just above it, but the abrasions show this gravel to contain a high percentage of soft material and not suitable for paving mixtures. The effect of the use of this material is plainly seen in many of the pavements in Corvallis where the gravel particles on the surface are breaking up badly leaving the surface of the pavement pitted.

FORM 4 SM-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

p 2 HN Oct 26, 1920

Any of the sands associated with the above mentioned gravels will be acceptable for bituminous pavements. As for Portland cement concrete pavements I am not in a position to commit myself absolutely, pending the results of my tests. However tests made at O. A. C. on the sands produced by the Corvallis Sand and Gravel Co. show it to be good concrete material. I am inclined to think that some of the other sands will also give good test results.

Should the work be let for an asphaltic concrete pavement I recommend that the mixture of the wearing course be finer than that called for in our standard specifications in order to enable the contractor to crush his 1½ inch material and give us the 50 % crushed material now specified in the mixture.

A mixture under the following specifications would, in my opinion, be a benefit to both the contractor and the State.

Passing	1	inch	and	retained	on	½	inch	15 - 35 %
"	½	"	"	"	"	¼	"	9 - 25
"	¼	"	"	"	"	10	mesh	6 - 12
"	10	mesh	"	"	"	40	"	10 - 16
"	40	"	"	"	"200		"	20 - 34
"	200	"						4 - 8
								7 - 9

A.C.

Similiar specifications have been successfully used elsewhere and I should like very much to see them incorporated in our Standard Specifications to be used where the materials and other conditions warrant.

Respectfully yours,

Kenneth B. Hall

Testing Engineer

cc J. C. McLeod
S. H. Probert

Grade Est. Corvallis-S.P.R.R.

FORM 4 SM-7-20

R. KLENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Corvallis, Ore.
Oct. 23rd, 1920

RECEIVED
OCT 25 1920
STATE HIGHWAY ENGINEER

The Last Known
P.O. Address Of
Grant Ore.

Dear Sir:—

Up to 9/ including Oct. 17 estimate about 8,000 cu. yds. of gravel has been used for cut grade reduction job 2AB. This covers 9 stations, which means an average of about 27.3 cu. yds. per sta. Think this can be used as fair estimate per sta. for Corvallis—South job as conditions are practically the same. Does not include gravel for shoulders.

Yours truly,

O. K. Logan

FORM 4 SM-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

y 2 EK Oct 26, 1920

Any of the sands associated with the above mentioned gravels will be acceptable for bituminous pavements. As for Portland cement concrete pavements I am not in a position to commit myself absolutely, pending the results of my tests. However tests made at O. A. C. on the sands produced by the Corvallis Sand and Gravel Co. show it to be good concrete material. I am inclined to think that some of the other sands will also give good test results.

Should the work be let for an asphaltic concrete pavement I recommend that the mixture of the wearing course be finer than that called for in our standard specifications in order to enable the contractor to crush his 1½ inch material and give us the 30 % crushed material now specified in the mixture.

A mixture under the following specifications would, in my opinion, be a benefit to both the contractor and the State.

Passing	1	inch	and	retained	on	½	inch	15 - 35 %
"	½	"	"	"	"	¼	"	9 - 35 %
"	¼	"	"	"	"	10	mesh	6 - 12 %
"	10	mesh	"	"	"	40	"	10 - 16 %
"	40	"	"	"	"	200	"	20 - 34 %
"	200	"						4 - 8 %
A.C.								7 - 9 %

Similiar specifications have been successfully used elsewhere and I should like very much to see them inserporated in our Standard Specifications to be used where the materials and other conditions warrant.

Respectfully yours,

Testing Engineer

cc J. C. McLeod
S. H. Prebert

Gravel Est. Corvallis - 8 Mls. South.

FORM 4 5M-7-20

PIERSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Attention
J. C. McCleod

Corvallis, Ore.
Oct. 22 25, 1920

Chief Engr.
Salem Ore.

RECEIVED
OCT 25 1920
STATE HIGHWAY ENGINEER

Dear Sir,—

Up to & including Oct 17 estimate about 8,000 cu. yds. of gravel has been used for intermediate rock for 2AB. This covers 2.9 stations, which means an average of about 2.7 cu. yds. per sta. Think this can be used as fair estimate per sta. for Corvallis—South for conditions are practically the same. Does not include gravel for shoulders.

Yours,

J. C. McLEOD

Corvallis - South 8 Miles

FORM 4 SH-7-20

S. BENSON, PORTLAND, CHAIRMAN
[redacted]. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

P-1

Corvallis, Oregon.
Oct. 19, 1920.

Herbert Nunn
State Highway Engr.
Salem, Ore.

OCT 20 1920

Dear Sir, —

Enclosed please find profile levels of final "L" sections Sta. 697+50 — 703+50 Corvallis — South 8 miles.

Yours Truly

H. O. Ragan

Corvallis-South, Sections,
Bridge &C. Plan for Mill

FORM 4 SM-7-20

HERBERT HUNN
STATE HIGHWAY ENGINEER

F. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Corvallis, Ore.
Oct. 18 - 1920.

Mr. J. C. McLeod,
Salem,
Ore.

RECEIVED
OCT 19 1920
STATE HIGHWAY COMMISSION

Dear Sir, —

The Corvallis - South sections were found here rolled up with the Polk Co. sections. Am unable however to find any field notes or any description. Also located a design for bridge at Mill Race ½ South; this I received from Galloway, Co. Eng. Do not believe the design will be of any value, as cheaper construction could be secured at this place by changing course of mill race so as to have abut. at ℄ King of highway. The sections & design are in the mail under separate cover.

I will make requisite maps at the mill race King & also take additional sections at the steel bridge three miles out from Corvallis today & send same right away.

Thanking you,

J. C. Kagan

NOTED
J. C. McLEOD

Noted
E.A.C.

CONTRACT #312

PR 47 Unit 1, Agate Trail 1920-1922

312[redacted]

February 23rd, 1922.

Fidelity and Deposit Company of Maryland,
c/o Mr. Clarence D. Porter, Resident Agent,
Lasco Bldg.,
Portland, Oregon.

Dear Sir:

The purpose of this letter is to advise you of the intention of the Highway Commission to make final payment to Wm. Van der Mollen on Contract No. 312, more definitely described as the Trail - Agate Section of the Medford - Crater Lake Highway in Jackson County.

Yours truly,

OREGON STATE HIGHWAY COMMISSION.

by

Secretary.

Dict. by E.T.Saunders.

January 28, 1918.

Mr. E. E. Hodgman,
Division Engineer,
Medford, Oregon.

PR #47

Dear Sir:

Mr. William Van der Hellen was in the office yesterday and stated that in his final estimates on the grading of Unit No. 1 of the Agate-Trail Section overbreak had been allowed as common excavation instead of on a classified basis as you have promised him.

We had expected that Mr. Bynning's final estimate would include the overbreak on the classified basis and had not checked this matter up until my attention was called by Mr. Van der Hellen to the fact that the payment had been based on a common classification.

In order to get this matter straightened out, I will be pleased to have you advise us as to the basis upon which you propose to classify this overbreak. If it is your intention to give the same classification to the overbreak as is given to the balance of the adjacent cuts, it will be possible for us to make this classification from the information which has been submitted, otherwise it will be necessary for you to submit an itemized classification for this overbreak material.

In looking this matter up, we have noted that in one of Mr. Bynning's field books he shows a percentage classification for all of Unit No. 1 of the Trail-Agate Section, which classification is headed "reclassification notes." This classification is not, however, the classification shown in his final estimate, which classification checks with the classifications shown on the plotted cross section sheets. Are we to assume that the notes referred to as reclassification notes were not intended to be used as a basis for the final classification?

Yours very truly,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

HHP:GLC

January 19, 1922

National Surety Co.,
Corbett Bldg.,
Portland, Ore.

File PR-47

Gentlemen:

We are in receipt of your letter of the 16th inst. making inquiry regarding the work done by Wm. Von der Hellen on the Trail-Agate Section of the Medford-Crater Lake Highway in Jackson County.

The contract for grading Unit No. 1 was completed and given final acceptance as of October 8, 1921. Total final payments under this contract amount to $42,133.51, including $200.00 for force account.

The contract for surfacing the entire project was completed and given final acceptance as of December 1, 1921. Total final payments under this contract amount to $109,963.61, including $9,374.84 for force account.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. DeSouza,
ETH

WORLDS LARGEST SURETY COMPANY

MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

EDWARD P. WELCH
"THE BOND MAN"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON

Jan. 16, 1922

Roy A. Klein, Secy.,
Oregon State Highway Comm.,
Salem, Oregon.

In Re: William von der Hellnn

Dear Sir:

Will you kindly advise the present status of contract of the above for the improvement of Trail-Applegate Section of the Medford-Crater Lake Highway in Jackson County. Also advise total amount of money paid to the contractor under this contract.

Yours very truly,

Assistant Manager

Trad #1
Compl Acct 1-19 #1
Final 43,133.3 #1
rec'd 200.00 3 ac.

Orig
Compl Acct 1-19 #1
Final 109,963.67
rec'd 9,374.86 7 ac

RECEIVED
JAN 17 1922

December
Nineteen
1921

National Surety Company,
Corbett Bldg.,
Portland, Oregon.

File

Gentlemen:

Replying to your letter of recent date, we beg to advise that the final quantities for grading Unit 1 of the Agate Trail Section of the Medford-Crater Lake Highway, in Jackson County, are being checked. The total net payments to the contractor to date amount to $41,048.79.

Yours very truly,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

Dictated by J.W. De Soums
CHD

OTHER COMPANY IN THE WORLD

...nal Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

WARD P. WELCH
"THE BOND MAN"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
[AUTHORITY LIMITED]
CORBETT BUILDING

PHONE
MARSHALL 2101

FORTLAND, OREGON

December 13, 1921.

Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to contract of William von der Hellen for the improvement of the Medford-Crater Lake Highway in Jackson County, Agate Trail Section, will you kindly advise the present status of this contract and also the total amount of money paid to contractors to date?

Thanking you in advance for your usual courtesy, I remain

Yours very truly,

ASSISTANT MANAGER.

DEG:MC

DEC 14 1921

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

December 2, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The modified project agreement and certificate to cover Oregon Federal Aid project No. 47 have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,

J. W. Meriam

Acting District Engineer.

RECEIVED
DEC 3 1921
... "W-1 ENG. ..."

Oregon Project No. 47, Federal Aid Road Act,
July 11, 1916 (39 Stat. 355).

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on the 18th day of May, 1921, by the State Highway Commission of Oregon, and on the 26th day of April, 1921, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon project No. 47; and

WHEREAS, construction work on said project is now in progress and it is found necessary to provide the additional item of "Sand for subbase;" and

WHEREAS it is found that the cost of said project will be less than the estimate approved therefor, and by reason thereof the said State Highway Commission of Oregon has requested that the total estimated cost approved for said project be reduced from $431,235.81 to $448,098.31; and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said project be increased from $161,445.05 to $224,049.15, which is fifty per cent of the total estimated cost;

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of two hundred twenty-four thousand, forty-nine and 15/100 dollars ($224,049.15) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof."

Article IV shall read:

"Article IV. The United States pro rata share of the cost of said project shall not in any event exceed (a) the said sum of two hundred twenty-four thousand, forty-nine and 15/100 dollars, being fifty per cent of four hundred forty-eight thousand, ninety-eight and 31/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 27th day of October 1921, and the Secretary of Agriculture on the 23rd day of November 1921.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

(Duplicate Certificate of Approval of Plans, Specifications, and Estimates dated April 26, 1921, to cover Oregon Federal Aid Project No. 47)

Form No. PR. 1. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point in Trail and a point southerly at Kinsaid Corners, approximately 2 miles north of Agate

..... locally known as the Trail-Agate Section of Medford Crater Lake Highway, Jackson County and designated in the records of this Department as Project No. 47, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $ instead of the $461,255.81 approved by Certificate of April 26, 1921 448,098.31/ as the total estimated cost of said project, and the sum of $ in addition to the $181,445.05 approved by Certificate of April 26, 1921 42,604.10/ as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 23rd day of November one thousand nine hundred and Twenty-one, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley

Acting *Secretary of Agriculture.*

November
Twenty-nine
1933

Mr. Paul D. Hunting,
Resident Engineer,
Eagle Point, Oregon.

PR #47

Dear Sir:

In order that we may check your overhaul diagrams for Units 1 and 2 of the Agate-Trail Section, we would be pleased to have you submit your overhaul computations showing the shrinkage factors applied and the quantity computations used in plotting your mass diagrams.

In looking over your profiles for these sections, we have noted what appears to be an excessive excess of excavation over embankment quantities, the shrinkage running in some instances as high as 40 or 50%. We will be pleased to have a statement from you setting forth as best you can the reasons for such large shrinkages. Where similar conditions have existed on some other jobs, we have found by remeasurement that the sections had not been taken out by the contractor to the established grade, and that a corresponding overpayment had resulted.

We trust that in every instance you have definitely ascertained whether or not your cuts have been taken to the established grade and cross section; this particularly in connection with your road bed sections, which sections, we understand, were not remeasured.

Yours very truly,

[illegible],
State Highway Engineer,

By
Office Engineer

[illegible]:GEC

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job Name Medford-Eagle

Highway Medford-Eagle Point

County Jackson Job Prefix 15 VC

Date Nov 28, 1931

Week from 11/20 to 11/27

Mail Address Eagle Point

Telegraph or Telephone Address "

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Made sat request - 7 mile by lowering grade 1.0 to under 6 per cent max. grade.

Estimate and set. turned over to K.E. Harper.

KEH.

(See back of this sheet for instructions and detailed information.)

Signed [signature]

Title [illegible]

[illegible] 11 21
STATE HIGHWAY ENGINEER

Nov. 8, 1921

Mr. K. K. Hodgman,
Division Engineer,
Medford, Oregon.

File PR-47

Dear Sir:

We are returning herewith a number of force account bills recently submitted by you to cover force account work performed by Wm. Von der Hellen on the Trail-Agate Section.

In looking these bills over we have noted numerous items covering replacement and repairs to equipment. Many of these items were apparently used in connection with steam rollers. While it is probable that all of these expenditures were incurred with state owned trucks and rollers, it appears to us that the payment for items of this kind on an extra work basis offers the contractor a very excellent opportunity to take advantage of the state.

We have noted also that rental is being paid to S. S. Sonell upon a roller and we have wondered if Mr. Rynning has been very careful to eliminate from these bills all items which might pertain to repairs and renewals used on this roller.

It has occurred to us that in the handling of future work of this kind, where part of the equipment is owned by the state, that it would be desirable to handle all purchases and all expense in connection with the operation and upkeep of state owned equipment by direct payment. In this manner we would eliminate the possibility of a contractor taking advantage of the opportunity to repair his own equipment at the expense of the state, and it would further save to the state the amount of the contractor's percentage, which is a very considerable item. We really do not see the advantage of handling purchases of this kind through the contractor as probably as much time is required to keep a careful check of items of expense incurred by the contractor, as would be necessary to handle the purchasing and the payments therefore in the first instance.

While it probably will be necessary for us to make payment for all of the items of expense covered in the bills which we are returning to you, we would like to have you go over each one of them in detail with Resident Engineer Rynning, and ascertain beyond any doubt

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

..... *teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed 8.7

Miles of preliminary staked .....

Miles of location staked 8.7

Per cent of field work complete 100

Per cent of office work complete 100

Number of days worked on this project 6

Number of men in party 4

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 15UC ..... *Percentage* 70

Other jobs ..... 15PH-5 ..... *Percentage* 10

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

that every item involving repairs, renewals, etc., is in connection with state owned equipment. We would suggest too, that in the future you endeavor to avoid the handling of work of this kind on this basis.

Very truly yours,

HERBERT MUNN,
State Highway Engineer,

By

Office Engineer.

SHP:MTH
Enc.

Nov. 8, 1921

Mr. Paul B. Dunning,
Resident Engineer,
Eagle Point, Oregon.

File P3-47

Dear Sir:

We are today returning to you final estimate and supporting data for the grading of Unit No. 1 of the Trail-Agate Section of the Medford-Crater Lake Highway.

In checking over your cross-sections we note that you do not show the intersection notes at the points where cut slopes intersect the side slopes in cut ditches. We might assume that a uniform ditch had been used but we find that the ditch sections vary on different sections of the work, with no notation in regard to the exact sections to which the ditches were excavated. It will be necessary that we have this information before we can approve your final estimate.

You will note also that we have failed to check your computations in a few instances. Kindly make a recheck of these computations and either O.K. our corrected figures, or send us additional information in support of your own.

Please give this matter your immediate attention and return all data to this office.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

JRP:EH
CC to K. K. Hodgman.

October 28, 1921

Mr. C. H. Purcell,
District Engine r,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

I am returning herewith modified project agreement, Oregon project No. 47, which has been executed by the Highway Commission on the date of October 27th.

When these modifications have been approved by the Secretary of Agriculture, please return one copy to us for our files in accordance with your usual practice.

Yours truly,

Secretary.

RAK:LM
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

October 17, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Enclosed are three copies of modified project agreement for Oregon Federal Aid project No. 47, for the signature of the State Highway Commission.

Yours very truly,

District Engineer.

OK Gail
Fed 23H 048-C
Ida 101, 15-17-21
Malt 12-2243-
SLT 8,098.31

RECEIVED

Sept. 1, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-47

Dear Sir:

Reference is made to your letter of August 26th in regard to sprinkling on Federal Aid Project No. 47.

This matter has been taken up with our Division Engineer, Mr. Hodgman, and we quote from his reply as follows:-

"In reply to your letter of august 27th re letter from Bureau of Public Roads regarding watering on the Federal Aid Project No. 47 (Agate-Trail Section) will state that the second operation on this job has not yet started so we have been able to use both watering trucks at this end of the job both working twenty hours a day. These trucks have caught up with the watering so that no three inch base is being laid and covered without being first well compacted so that the three inch material will not work up through the top.

Judge Gardner has been out of town but as soon as he returns I will endeavor to secure the large truck which is being used at Prospect so that we may have the large truck about the time the second operation starts."

Very truly yours,

HERBERT KUHN,
State Highway Engineer,

By

Office Engineer.

SHP:TH

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon,
Aug. 30, 1921.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

In reply to your letter of August 27th re letter from Bureau of Public Roads regarding watering on the Federal Aid Project No. 47 (Agate - Trail Section) will state that the second operation on this job has not yet started so we have been able to use both watering trucks at this end of the job both working twenty hours a day. These trucks have caught up with the watering so that no three inch base is being laid and covered without being first well compacted so that the three inch material will not work up through the top.

Judge Gardner has been out of town but as soon as he returns I will endeavor to secure the large truck which is being used at prospect so thst we may have the large truck about the time the second operation starts.

Yours very truly,
K E Hodgman
K. E. Hodgman,
Div. Engineer.

Letter 326

RECEIVED
AUG 31 1921
STATE HIGHWAY ENGINEER

August 27, 1921
Files

Mr. K. E. Hodgman,
Division Engineer,
Medford, Oregon.

Dear Sir:

For your information, I am enclosing herewith copy of letter from the Bureau of Public Roads, regarding watering on Federal Aid Project No. 47 (Agate-Trail Section).

If satisfactory settlement of the matter Mr. Purcell mentions has not yet been made, will you please give it your early attention?

Very truly yours,

State Highway Engineer.

E
Encl

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

August 26, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
AUG 27 1921
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem, Oregon.

Gentlemen:-

An inspection has just been made of Oregon Federal Aid project No. 47.

Work is reported to be progressing very satisfactorily on surfacing except as to watering. A six or seven hundred gallon tank truck reached the job after considerable gravel had been laid. This truck, at the time of the inspection, had been out of commission for a week because of a breakdown and in the meantime surfacing had been progressing rapidly. As a result there is about 6,000 yards of gravel distributed over some six miles and we believe it will be impossible for this truck to catch up on the watering. We understand that another truck is to be used on the project but another gravel plant is also to begin operations so this will not help matters.

Three inch gravel is being used in the base course and we believe you will agree with us that there is serious danger of getting this coarse material churned up into the surface if sufficient water cannot be had to prevent rutting.

If no other truck is available we would suggest the advisability of transferring the 1200 gallon truck now being used to keep the dust down on the highway from Prospect south, or that the trucks be switched. The

600 gallon truck would probably keep the dust down for the remainder of the season and the large truck, used 20 hours per day, would do much to overcome the water shortage on Project 47.

This matter was suggested to the Resident Engineer on the work and he said he would take it up with Mr. Hodgman upon his return, so satisfactory arrangements may have been made by this time.

Yours very truly,

District Engineer.

OREGON STATE HIGHWAY DEPARTMENT — FEDERAL AID PROJECT #47

ASHLAND-TRAIL SECTION OF THE MEDFORD-CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate as basis for modified agreement. Bases on Contract Prices)

14.35 miles of Grading, Surfacing and Bridges — Salem, Oregon, June 25, 1924.

Quantity		Item	Unit Price	Amount
Grading Unit #1				
All Required	All	Clearing & Grubbing		$ 2,700.00
3,000	cu yds	Common Excavation	.80	2,400.00
9,900	"	Intermediate Excavation	1.10	10,890.00
9,700	"	Solid Rock Excavation	2.00	19,400.00
1,800	sta yds	Overhaul	.08	144.00
800	lin ft	12" Corr. Galv. Iron Pipe	3.40	680.00
40	"	18" Corr. Galv. Iron Pipe	5.00	200.00
150	"	24" Corr. Galv. Iron Pipe	6.00	900.00
30	"	36" Corr. Galv. Iron Pipe	12.00	360.00
500	"	6" Perous Drain Tile	.60	250.00
30	cu yds	Broken Stone for Tile Drains	3.00	90.00
40	"	Class "A" Concrete	35.00	1,538.00
25	"	Class "C" Concrete	30.00	750.00
3,800	lbs.	Metal Reinforcement	.12	456.00
2,600	lin ft	Guard Fence	1.10	2,859.00
5.6	M-FBM	Lumber and Timber	60.00	315.00
				45,618.00
Grading Unit #2				
All Required	All	Clearing & Grubbing		8,000.00
5,100	cu yds	Common Excavation	.65	3,315.00
22,000	"	Intermediate Excavation	1.10	24,200.00
28,600	"	Solid Rock Excavation	2.00	57,200.00
15,600	"	Overhaul	.07	1,092.00
1,100	lin ft	12" Plain Concrete Pipe	2.00	2,200.00
60	"	18" Reinf. Concrete Pipe	4.00	240.00
200	"	24" Reinf. Concrete Pipe	5.00	1,000.00
92	"	36" Reinf. Concrete Pipe	8.00	736.00
1,000	"	6" Perous Drain Tile	1.00	1,000.00
60	cu yds	Broken Stone for Tile Drains	3.00	180.00
81	"	Class "A" Concrete	40.00	3,240.00
61	"	Class "C" Concrete	36.00	2,196.00
7,600	lbs	Metal Reinforcement	.10	760.00
2,000	lin ft	Guard Fence	3.00	6,000.00
				110,969.00

A 10

Pr.41 - Agate Section - - 2.

Grading Unit #2.

All Required		Clearing & Grubbing		3,000.00
5,600	cu yds	Common Excavation	.70	3,920.00
29,400	"	Intermediate Excavation	1.00	29,400.00
3,800	"	Solid Rock Excavation	1.85	7,030.00
10,400	sta yd	Overhaul	.02	208.00
114	lin ft	6" Corr. Galv. Iron Pipe	1.60	182.40
650	"	12" Corr. Galv. Iron Pipe	2.10	1,365.00
44	"	12" Syphon " " " (Extra Work)	3.25	143.00
100	"	18" Corr. Galv. Iron Pipe	3.70	370.00
150	"	24" Corr. Galv. Iron Pipe	5.00	750.00
248	"	36" " " " "	10.00	2,480.00
1,000	"	6" Vervus Drain Tile	.50	500.00
60	cu yds	Broken Stone for Tile Drains	4.00	240.00
80	"	Class "A" Concrete	40.00	3,200.00
74	"	Class "C" Concrete	43.00	2,960.00
5,500	lbs	Metal Reinforcement	.10	550.00
200	lin ft	Guard Fence	1.85	340.00
				57,288.40

Surfacing of Entire Project

1,000	cu yds	Sand for Sub-base	2.00	2,000.00
38,500	"	Surfacing	2.50	96,250.00
1,515	Stas	Sprinkling one course (Extra Work)	3.00	4,545.00
				102,795.00
		Total for Grading and Surfacing		$ 315,762.15

Bridges Over 20' Span

Keene River, Sta 1302

399	cu yds	Class "A" Concrete	35.00	13,167.00
155	"	Class "B" Concrete	30.00	4,650.00
71,600	lbs	Metal Reinforcement	.08	5,728.00
140,150	"	Structural Steel	.155	21,723.25
628	lin ft	Concrete Handrail	4.25	2,669.00
82	cu yds	Rip Rap	3.00	246.00
110	"	Excavation	4.00	440.00
				48,623.25

Bridges Sta. 1310 - 1586 - 1866 - 1934

728	cu yds	Class "A" Concrete	34.00	23,256.00
45	"	Class "B" Concrete	26.00	1,260.00
111,700	lbs	Metal Reinforcement	.09	10,053.00
40,000	"	Structural Steel	.11	4,400.00
649	lin ft	Concrete Handrail	3.75	2,433.75
264	cu yds	Rip Rap	3.00	994.00
945	cu yds	Excavation	2.00	1,890.00
				45,576.75
		Sub-Total		407,362.15

	Sub-total	427,842.10
	10% Engineering & Contingencies	42,732.21
	Total	$ 468,574.31
Cost per mile exclusive of bridges over 20' span	24,051.45	
Cost per mile including bridges over 20' span	31,226.36	

County funds available	$ 101,156.84
State Funds Available	122,894.32
Federal aid Requested	244,968.15
	$ 468,019.31

Federal aid Recommended $ - - - - - - - - - - - - - - - - -

Copy for State Highway Department

OREGON P

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

June 2, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.
(Through Dr. L. I. Howes, Gen. Inspector, 883 Mills Bldg., San Francisco, Cal.)

The project agreement and certificate to cover Oregon project No. 47 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By
Assistant in Road Management.

Enclosures.

lob-fm

Form P. R. I. 2

State Oregon

Project No. 47

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

RECEIVED

23

WASHINGTON
GOVERNMENT PRINTING OFFICE
1920

Form P. R. I. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of May, 1921,

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of

hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 12th day of October, 1920, a project statement, which was approved by the Secretary on the 12th day of November, 1920, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 26th day of April, 1921, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred eighty-one thousand, four hundred forty-five and 05/100

dollars ($181,445.05) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State ....from sale of Bonds authorized by legislature under
By act of the Legislature of (date and citation), appropriating dollars.
Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920, $181,445.06.

*(b) By the County of Jackson, $[illegible] in accordance with resolu-
By tax levy or bond issue authorized by act of (date and citation).
tion of the County Court dated August 7, 1920.

*(c) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point in Trail and a point southerly at Kincaid Corners, approximately 2 miles north of Agate

terminal points, a distance of 14.35 miles, known locally as Trail-Agate Section of Medford Crater Lake Highway, Jackson County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) The Highway Department hereby agrees that within a reasonable time after the completion of the improvement of said project as contemplated under this agreement, it will place or cause to be placed, with or without Federal aid, upon the road embraced in this project, a surfacing which shall be deemed by the said Highway Department and the Bureau of Public Roads of the U. S. Department of Agriculture to be adequate to carry the present and prospective traffic with such annual maintenance charges as will represent a reasonable expenditure for the public service rendered by the highway.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of one hundred eighty-one thousand, four hundred forty-five and 05/100 dollars, certified to the Secretary of the Treasury as above mentioned, being less than 50 per cent of four hundred eighty-one thousand, two hundred thirty-five and 81/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

..... (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

.....the State Treasurer, Salem, Oregon..... (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .....State..... (State or county.) of

.....Oregon..... (Name.) of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) The Highway Department hereby agrees that within a reasonable time after the completion of the improvement of said project as contemplated under this agreement, it will place or cause to be placed, with or without Federal aid, upon the road embraced in this project, a surfacing which shall be deemed by the said Highway Department and the Bureau of Public Roads of the U. S. Department of Agriculture to be adequate to carry the present and prospective traffic with such annual maintenance charges as will represent a reasonable expenditure for the public service rendered by the highway.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of ...one hundred eighty-one thousand, four hundred forty-five and 05/100..... dollars, certified to the Secretary of the Treasury as above mentioned, being ...less than 50... per cent of ...four hundred eighty-one thousand, two hundred thirty-five and 81/100..... dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

.....

STRICKEN OUT

, upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....
(Include reference to statute making

.....
appropriation and probable amount annually available.)

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 26th day of April, 1921.

State Highway Commission of Oregon
(Official title of Highway Department.)

By .....

Chairman, State Highway Commission
(Title of officer.)

By .....

Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....

Member, State Highway Commission
(Title of officer.)

By .....

.....
(Title of officer.)

By .....

.....
(Title of officer.)

By .....

.....
(Title of officer.)

[SEAL.]

.....
Acting *Secretary of Agriculture.*

Form No. FR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point in Trail and a point southerly at Kincaid Corners, approximately 2 miles north of Agate locally known as Trail-Agate Section of Medford Crater Lake Highway, Jackson County, and designated in the records of this Department as Project No. 47, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $481,225.81 as the total estimated cost of said project, and the sum of $101,445.05 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 26th day of April one thousand nine hundred and Twenty-one, as witness my hand and the seal of the Department of Agriculture.

E. D. Ball
Acting *Secretary of Agriculture.*

May 20, 1921.

P. R. 47

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Box 4167,
Portland, Oregon.

Dear Sir:

I am returning to you herewith triplicate copies of executed agreement for the Trail-Agate Section of the Medford-Crater Lake Highway in Jackson County. After these have been approved by the Secretary of Agriculture, would thank you to return one copy for our office records as has been your usual custom.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

RAY:HI

Copy for State Highway Department OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Eml.

April 28, 1921.

RECEIVED
MAY 20 1921
STATE HIGHWAY ENG

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Box 4167,
Portland, Oregon.

RECEIVED
MAY 4 1921
STATE HIGHWAY ENGINEER

Dear Sir:

Herewith are triplicate copies of proposed agreement to cover Oregon project No. 47 for the signature of the Highway Department. You will observe that these copies have already been signed by the Secretary of Agriculture. After they are signed by the State Highway Department they should be returned and the copies will then be compared and distributed in the usual way with the copies of the certificate.

Very truly yours,

Chief Engineer.

Enclosures

Your Co-op Agt

LMB:FH

State 181,445.06
County 118,345.70
Your 181,445.05
$481,735.81

FORM 4 1920-3 5

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE;
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

REFERRED TO
H. N.

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

APR 16 1921

Medford, Oregon,
Apr. 15th., 1921.

Attention of Mr. Probert.

F. A. #48

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Macadam; Agate-Trail.

Dear sir:-

As I understand that you will award a contract for the macadamizing of the Trail-Agate section of the Crater Lake Highway at thy first meeting in May I wish to call your attention to the abrasion tests of rock which Mr. Hall states as suitable for macadam, as folows:-

Lab. Nos. 3757; Sta. 1370; March 3;
" " 3724; " west of Sta. 1827, near Eagle Point; Mar. 1;
" " 3723; South side of Little Butte Creek, below bridge; March 1st.;

If you wish to let this in more than one job, Reese Creek, or Sta. 1585, will be the proper dividion point.

Your total yardage in the project Statement is 39,500 cubic yards, of which about 19,500 is between Reese Creek and Trail, Stats. 1585 to 1170; the balance, or about 20,000 cubic yards are between Reese Creek and Cingcade's place, or Stas. 1585 to 1952, a distance of 343 stations, there being an equation of about 2,400 feet in this line.

In regard to the gravel from Antelope Creek which mentioned in the original statement as acceptable, will state that as much more suitable material has been found at the points mentioned above, I believe that Mr. Hall will recommend that the material from Antelope Creek be not used, since he stated originally that it could be used in case better material could not be found.

On Unit #1, between Stas, 1170 and 1260, the roadbed through solid rocks cuts with the fills made of the this rock, on Mr. Merrick's last visit we went over this work with Judge Gardner of the County Court. It was the opinion of all that no clay should be placed upon the surface as it now is an excellent base for a macadam. As this stretch cannot be macadamized ahead of the tourists traffic to Crater Lake something should be done to this surface now in order to make it reasonable passable. At Sta. 1255 plus 50 there is a bank of material, mostly of sand, which has been used during past years for surfacing on the road and with good results. If a thickness of about 2-inches of this material was spread over this stretch it will fill the voids in the rock and make a reasonably satisfactory road for this summer.

FORM 4 1914-0-

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
TED E. KIDD, ISLAND CITY
} COMMISSIONERS

HERBERT NUNN
STATE HIGHWAY ENGINEER

[illegible] W. [illegible], SECRETARY AND ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

This material can be placed on the road cheaper than the other material that will be called for. I believe that 1,000 yards should be deducted from the amounts called for on this section, and bids asked for on 1,000 yards of this material, same to be placed within 30 or 40 days from the date of the award of the contract. The pit requires no stripping and Mr. Zimmerlee who owns it stated he would donate the material if excavted so as to leave the pit uniform. Although I would not recommend this material for a permenent wearing surface, its use as suggested would be of as much value to the road as an equal amount of crushed material that will be put on later, and will avoid a great deal of justified criticism and complaint. If the sand is placed as suggested, most of this stretch could be completed by placing 3 or 4-inches of wearing surface material upon this base. I believe that it is very necessary to do this preliminary surfacing as the tourists will be able to use detours and other roads except over this stretch.

Respectfully,

K E Hodgman

K. E. Hodgman,
Div. Eng'r.

Staff

OREGON STATE HIGHWAY COMMISSION. OREGON FEDERAL AID PROJECT NO. 47.

SPECIAL SPECIFICATIONS APPLYING TO SURFACING

Trail-Agate Section of Medford-Crater Lake Highway in Jackson County.

Salem, Oregon, March 28, 1921.

BROKEN STONE OR CRUSHED GRAVEL SURFACING

Preparation of Subgrade:

Before any surfacing materials are placed, the roadbed shall be shaped up and brought to the cross-section shown on the plans and to the grade established by the Engineer. All ruts and other inequalities shall be eliminated, all ditches shall be cleaned out, and such trenching shall be done as may, in the opinion of the Engineer, be desirable to give shoulders between which to place the surfacing materials.

The cost of all work in connection with the preparation of subgrade as above specified shall be understood to be included in and covered by the price bid per cubic yard for broken stone or gravel surfacing, except that where more than twenty (20) cubic yards of material must be moved with-in any 100-foot station, payment for such yardage as is in excess of twenty (20) cubic yards will be allowed at the price bid for "Excavation."

It shall be understood that the price bid for "Excavation" shall apply only to materials of common and intermediate classifications. Should solid rock exsavation be encountered, it shall be paid for as extra work either on a cost plus or umit price basis.

Width, Thickness and Number of Courses:

The surfacing to be laid under this contract shall be sixteen feet in width. The thickness shall depend upon the subgrade condition and shall be as ordered by the Engineer. In general, however, the thicknesses shall be either 8, 9, orll inches, loose. Surfacing 9 inches and less in loose thickness shall be laid in two courses, the upper one of which shall be 3 inches in thickness. Surfacing more than 9 inches in loose thickness shall be laid in three courses, the top course being 3 inches in thickness, the second course 4 inches in thickness, and the base course of whatever thickness is required to make up the specified total thickness.

Materials:

The surfacing shall be constructed of broken stone or crushed gravel, the contractor using either or both at his own option.

All materials shall be clean, hard, tough, and durable, and shall contain

OREGON STATE HIGHWAY COMMISSION. OREGON FEDERAL AID PROJECT NO. 47.

SPECIAL SPECIFICATIONS APPLYING TO SURFACING

Trail-Agate Section of Medford-Crater Lake Highway in Jackson County.

Salem, Oregon, March 28, 1921.

BROKEN STONE OR CRUSHED GRAVEL SURFACING

Preparation of Subgrade:

Before any surfacing materials are placed, the roadbed shall be shaped up and brought to the cross-section shown on the plans and to the grade established by the Engineer. All ruts and other inequalities shall be eliminated, all ditches shall be cleaned out, and such trenching shall be done as may, in the opinion of the Engineer, be desirable to give shoulders between which to place the surfacing materials.

b The cost of all work in connection with the preparation of subgrade as above specified shall be understood to be included in and covered by the price bid per cubic yard for broken stone or gravel surfacing, except that where more than twenty (20) cubic yards of material must be moved with-in any 100-foot station, payment for such yardage as is in excess of twenty (20) cubic yards will be allowed at the price bid for "Excavation."

It shall be understood that the price bid for "Excavation" shall apply only to materials of common and intermediate classifications. Should solid rock excavation be encountered, it shall be paid for as extra work either on a cost plus or unit price basis.

Width, Thickness and Number of Courses:

The surfacing to be laid under this contract shall be sixteen feet in width. The thickness shall depend upon the subgrade condition and shall be as ordered by the Engineer. In general, however, the thicknesses shall be either 8, 9, or 11 inches, loose. Surfacing 9 inches and less in loose thickness shall be laid in two courses, the upper one of which shall be 3 inches in thickness. Surfacing more than 9 inches in loose thickness shall be laid in three courses, the top course being 3 inches in thickness, the second course 4 inches in thickness, and the base course of whatever thickness is required to make up the specified total thickness.

Materials:

The surfacing shall be constructed of broken stone or crushed gravel, the contractor using either or both at his own option.

All materials shall be clean, hard, tough, and durable, and shall contain

no vegetable or other objectionable matter. They shall be free from soft, thin, elongated or laminated pieces, and shall be equal in every way to the best material available within reasonable hauling distance.

Rock of suitable quality is available from the quarry site about eight miles northeast of Eagle Point on the Eagle Point-Derby road. Suitable gravel is available in Rogue River near the mouth of Reese Creek and near the river crossing two and one-half miles south of Trail. ~~Suitable gravel is also available near the Antelope Creek Crossings.~~ Only the most suitable materials available from these locations, or materials in every way equal thereto, will be allowed to be used. The Engineer shall in every case be the judge as to the relative suitability of materials.

Sizes of Materials:

(1) Materials for top course shall all pass a screen having one (1) inch circular openings, and shall be well graded from coarse to fine. Not more than forty percent nor less than twenty percent shall pass a one-half ($\frac{1}{2}$) inch screen.

(2) Materials for base course in two - course work shall be run-of-crusher or run-of-bank material all of which will pass a screen having one and one-half ($1\frac{1}{2}$) inch circular openings, and shall be well graded from coarse to fine. Not more than forty percent nor less than twenty percent shall pass a one-half ($\frac{1}{2}$) inch screen.

(3) Materials for the second course in three - course work shall all pass a screen having one and one-half ($1\frac{1}{2}$) inch circular openings. It may or may not contain material below one (1) inch in size, but if it does, it shall not contain more than thirty five percent of material passing a one-half ($\frac{1}{2}$) inch screen.

(4) Materials for the base course in three - course work shall be run-of-crusher or run-of-bank material all of which will pass a three (3) inch screen. It shall be well graded from coarse to fine, and shall contain at least ten percent but not more than thirty percent of material passing a one-half ($\frac{1}{2}$) inch screen.

Construction Requirements:

With the view of securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, as far as practicable, over the surfacing as it is placed. He will be required to construct each course beginning at the point of loading and working away from that point. All of each course to be constructed from any particular set up or point of loading, except the second course in three - course work, shall be completed before the next course is placed upon it. The second course in three course work, shall if it is run-of-bank or run-of-crusher material, be carried to completion from each set-up or point of loading the same as required for other courses, but, if it is constructed from materials resulting from a segregation of run-of-crusher or run-of-bank materials into materials for second course and top course, then

it will only be required that the second course be constructed and maintained 500 feet in advance of the top course.

The contractor shall carefully spread the material by a method satisfactory to the Engineer and in no case will any segregation of the large and fine particles in either course be allowed.

In the construction of each course the contractor shall harrow and drag the material at frequent intervals during the spreading and levelling process, and also later when hauling is being done over the road. The intervals at which harrowing and dragging will be required, and the manner in which it shall be done, will be determined by the Engineer basing his judgment upon the results that are and can be reasonably obtained.

Any sprinkling or rolling that may be required will be paid for as "Extra Work" in accordance with the terms stated on pages 11 and 12 of the standard Specifications.

After the surfacing has been placed and compacted, the cut ditches shall be cleaned out and the roadbed trimmed up to the section indicated on the attached plans.

Measurement and Payment:

The quantity to be paid for under this item shall be the number of cubic yards, loose measure, of crushed gravel or broken stone delivered and incorporated in the work.

The price bid for "Broken Stone or Crushed Gravel Surfacing" shall be understood to include and cover the preparation of subgrade; the excavating, crushing, screening, hauling, spreading, and compacting of the surfacing materials; the cleaning out of cut ditches; the trimming up of roadbed; and all other work incidental to the construction of a finished broken stone or gravel surface in accordance with these specifications.

OREGON STATE HIGHWAY DEPARTMENT

FEDERAL AID PROJECT #47

Agate

AGATE TRAIL SECTION OF THE MEDFORD-CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Grading and Bridges based on contract prices)

14.35 miles of Grading, Surfacing and Bridges

Salem, Oregon, Feb. 21, 1923

Quantity		Item	Unit Price	Amount
Grading, Unit #1.				
All Required	All	Clearing & Grubbing		$ 2,700.00
3,000	cu yds.	Common Excavation	.80	2,400.00
9,900	"	Intermediate Excavation	1.10	10,890.00
9,700	"	Solid Rock Excavation	2.00	19,400.00
1,800	sta yd	Overhaul	.08	144.00
200	lin ft	12" corr.Galv. Iron Pipe	3.40	680.00
40	"	18" Corr. Galv. Iron Pipe	5.00	200.00
150	"	24" Corr. Galv. Iron Pipe	6.00	900.00
30	"	36" Corr. Galv. Iron Pipe	12.00	360.00
500	"	6" Porous Drain Tile	.50	250.00
30	cu yds	Broken Stone for Tile Drains	3.00	90.00
40	"	Class"A" Concrete	33.00	1,320.00
25	"	Class "C" Concrete	30.00	750.00
3,800	lbs.	Metal Reinforcement	.12	456.00
2,600	lin ft	Guard Fence	1.10	2,[illegible]3.00
3.6	M-FBM	Lumber and Timber	60.00	216.00
				43,616.00
Grading, Unit #2				
All Required	All	Clearing & Grubbing		8,000.00
5,100	cu yds	Common Excavation	.65	3,315.00
22,000	"	Intermediate Excavation	1.10	24,200.00
28,500	"	Solid Rock Excavation	2.00	57,000.00
15,600	Sta yds	Overhaul	.07	1,092.00
1,100	lin ft	12" Plain Concrete Pipe	2.00	2,200.00
60	"	18" Reinf. Concrete Pipe	4.00	240.00
200	"	24" Reinf. Concbete Pipe	5.00	1,000.00
82	"	36" Reinf. Concrete Pipe	8.00	656.00
1,000	"	6" Porous Drain Tile	1.00	1,000.00
60	cu yds	Broken Stone for Tile Drains	3.00	180.00
81	"	Class "A" Concrete	40.00	3,240.00
61	"	Class "C" Concrete	36.00	2,196.00
7,500	lbs	Metal Reinforcement	.10	750.00
2,500	lin ft	Guard Fence	2.00	5,000.00
				119,[illegible]

Trail - Agate Section - - 2.

Grading Unit #2.

All Required		Clearing & Grubbing		3,900.00
5,600	cu yds	Common Excavation	.70	3,920.00
29,400	"	Intermediate "	1.00	29,400.00
3,800	"	Solid Rock "	1.85	7,030.00
10,400	sta yd	Overhaul	.08	832.00
114	lin ft	8" Corr. Galv. Iron Pipe	1.60	185.60
650	"	12" " " " "	2.10	1,365.00
44	"	12" Syphon " " "	3.25	149.50
		(Extra Work)		
100	"	18" Corr. Galv. Iron Pipe	3.70	370.00
150	"	24" " " " "	5.00	750.00
248	"	36" " " " "	10.00	2,480.00
1,000	"	6" Porous Drain Tile	.50	500.00
60	cu yds	Broken Stone for Tile Drains	4.00	240.00
60	"	Class "A" Concrete	40.00	2,400.00
74	"	Class "C" Concrete	40.00	2,960.00
5,500	lbs.	Metal Reinforcement	.10	550.00
200	lin ft	Guard Fence	1.25	250.00
				57,282.10

Surfacing of Entire Project (not contracted).

39,500	cu yds	Broken Stone or Gravel Surf.	3.25	128,375.00
1,515	stas	Sprinkling one course (Extra Work)	3.00	4,545.00
				132,920.00

Total for Grading and Surfacing $ 345,287.10

BRIDGES OVER 20' SPAN.

Rogue River - Sta. 1302

399	cu yds	Class "A" Concrete	33.00	13,167.00
155	[illegible]	Class "B" Concrete	30.00	4,650.00
71,600	lbs	Metal Reinforcement	.08	5,728.00
140,150	"	Structural Steel	.155	21,723.25
628	lin ft	Concrete Handrail	4.25	2,669.00
82	cu yds	Rip Rap	3.00	246.00
110	"	Excavation	4.00	440.00
				48,623.25

Bridge Stas. 1310 - 1585 - 1865 - 1932:

728	cu yds	Class "A" Concrete	32.00	23,296.00
45	cu yds	Class "B" Concrete	28.00	1,260.00
111,700	lbs	Metal Reinforcement	.09	10,053.00
50,000	"	Structural Steel	.11	5,500.00
689	lin ft	Concrete Handrail	3.75	2,583.75
284	cu yds	Rip Rap	3.50	994.00
945	cu yds	Excavation	2.00	1,890.00
			Sub-total	45,[illegible]

Trail-Agate Section - - 3.

	Sub-total	437,487.10
	10% Engineering & Contingencies	43,748.71
	TOTAL	$ 481,235.81
Cost per mile exclusive of bridges over 20' span		$ 26,360.68
Cost per mile including bridges over 20' span		$ 33,535.59
County Funds available	$ 118,345.70	
State Funds available	181,445.06	
Federal Aid Requested	181,445.05	
	$ 481,235.81	

Federal Aid Recommended -

Feb. 16, 1921.

Mr. C. M. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File FH-47

Attention Mr. Henderson.

Dear Sir:

Referring to our telephone conversation of even date on the Agate - Trail Section, Federal Aid Project No. 47, we beg to advise that the status of funds and Federal Aid requested are as follows:

County Funds Available	$118,345.70
State Funds Available	$181,445.65
Federal Aid Requested	$181,445.65
Total	$481,236.81

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeCoux,

Feb. 11, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-47

Dear Sir:

Herewith we are enclosing five copies of revised estimate as basis for project agreement on the Medford-Trail Section, Oregon Federal Aid Project No. 47.

Correction of the items of surfacing and sprinkling have been made in accordance with your letter of the 3rd inst.

The Bridge Department advises us that they do not check in the entirety the revisions which you have made in the various items for the bridges, but in order to expedite matters we are preparing the agreement estimate in accordance with your quantities. It is noted, however, that you state "such quantities as Class "B" Concrete, Excavation, and Rip Rap are subject to wide variation." In the tabulation which you sent no allowance for over-run was made on the Rip Rap quantity and we have added 10% which is the same amount that you allowed for Class "B" Concrete. We do not fully understand why you have considered it necessary to omit the quantities for excavation below the elevation shown on the plans. This excavation is contracted for at an increased price and and it would appear to us that it should be properly eligible for Federal Aid. However, we have left out this item and will claim payment as a contingency if the occasion arises.

Very truly yours,

HERBERT NOW.
State Highway Engineer.

By

Office Engineer.

Dic. by J. W. DeSouza.
ET

[illegible] STATE HIGHWAY DEPARTMENT — FEDERAL AID PROJECT # 47

AGATE-TRAIL SECTION OF THE ASHFORD-CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Grading and Bridges based on contract prices)

Mile[illegible] miles of Grading, Surfacing and Bridges — Salem, Oregon

Quantity	Item	Unit Price	Amount
Grading, Unit #1			
All Required	All	Clearing & Grubbing	$ 2,700.00
3,000	Cu. Yd.	Common Excavation .90	2,400.00
9,900	"	Intermediate Excavation 1.10	10,890.00
9,700	"	Solid Rock Excavation 2.30	19,400.00
1,800	Sta. Yd	Overhaul .08	144.00
200	Lin. Ft	12" Corr.Galv.Iron Pipe 3.40	680.00
40	"	18" Corr.Galv.Iron Pipe 5.00	200.00
150	"	24" Corr.Galv.Iron Pipe 6.00	900.00
30	"	36" Corr.Galv.Iron Pipe 12.00	360.00
800	"	6" Porous Drain Tile .80	250.00
30	Cu. Yd	Broken Stone for Tile Drains 3.00	90.00
40	"	Class "A" Concrete 33.00	1,320.00
25	"	Class "C" Concrete 30.00	750.00
3,800	Lbs.	Metal Reinforcement .12	456.00
2,600	Lin. Ft	Guard Fence 1.10	2,860.00
3.6	M-Ft.	Lumber and Timber 60.00	216.00
			43,616.00
Grading, Unit #2			
All Required	All	Clearing & Grubbing	8,000.00
8,100	Cu. Yd	Common Excavation .65	5,315.00
22,000	"	Intermediate Excavation 1.10	24,200.00
28,500	"	Solid Rock Excavation 2.00	57,000.00
15,600	Sta. Yd	Overhaul .07	1,092.00
1,100	Lin. Ft	12" Plain Concrete Pipe 2.00	2,200.00
60	"	18" Reinf. Concrete Pipe 4.00	240.00
200	"	24" Reinf. Concrete Pipe 5.00	1,000.00
82	"	36" Reinf. Concrete Pipe 8.00	656.00
1,000	"	6" Porous Drain Tile 1.00	1,000.00
60	Cu. Yd	Broken Stone for Tile Drains 3.00	180.00
81	"	Class "A" Concrete 40.00	3,240.00
61	"	Class "C" Concrete 36.00	2,196.00
7,500	lbs	Metal Reinforcement .10	750.00
2,500	lin ft	Guard Fence 2.00	5,000.00
			110,069.00

Grading, Unit #8.

All Required		Clearing & Grubbing			$ 5,000.00
5,600	cu yds	Common Excavation	.70		3,920.00
29,400	"	Intermediate "	1.00		29,400.00
5,000	"	Solid Rock "	1.65		7,250.00
10,400	sbm yds	Overhaul	.02		208.00
110	lin ft	6" Corrug. Galv. Iron Pipe	1.50		165.00
450	"	12" " " " "	2.10		1,260.00
46	"	18" Syphons, " " "	3.25		149.50
		(Extra Work)			
100	"	18" Corrug. Galv. Iron Pipe	3.70		370.00
100	"	24" " " " "	5.00		750.00
240	"	30" " " " "	10.00		2,400.00
1,000	"	6" Porous Drain Tile	.50		500.00
60	cu yds	Broken Stone for Tile Drains	4.00		240.00
60	"	Class "A" Concrete	40.00		2,400.00
54	"	Class "B" Concrete	40.00		2,160.00
5,500	lbs	Metal Reinforcement	.10		550.00
200	lin ft	Guard Fence	1.25		250.00
					182
					$ 57,732.10

Surfacing of Entire Project (not continuous):

39,200	cu yds	Broken Stone or Gravel Surfacing	3.25	$ 128,570.00
1,515	mbm	Sprinkling ore course (Extra Work)	3.00	4,545.00
				133,930.00

Total for Grading and Surfacing $ 215,687.10

BRIDGES OVER 20' SPAN.

Keene River - Sta. 1292.

372	cu yds	Class "A" Concrete	35.00	13,157.00	
135	"	Class "B" Concrete	30.00	4,050.00	
71,600	lbs	Metal Reinforcement	.08	5,728.00	
140,150	"	Structural Steel	.155	21,721.25	
620	lin ft	Concrete Handrail	4.25	2,660.00	
82	cu yds	Rip Rap	3.00	246.00	
110	"	Excavation	4.00	440.00	
					48,023.25

Bridges Sta. 1510 - 1586 - 1865 - 1932:

738	cu yds	Class "A" Concrete	32.00	23,296.00	
46	"	Class "B" Concrete	28.00	1,288.00	
111,700	lbs	Metal Reinforcement	.08	10,053.00	
50,000	"	Structural Steel	.11	5,500.00	
669	lin ft	Concrete Handrail	3.75	2,503.75	
284	cu yds	Rip Rap	3.50	994.00	
945	"	Excavation	4.00	1,438.00	
					45,576.75

Sub-total 437,487.10

Trail-Agate Section -- 2.

Sub-total	$37,407.10
12% Engineering & Contingencies	4,488.85
TOTAL	$ 41,895.95

Cost per mile exclusive of bridges over 20' span $ 26,548.68

Cost per mile including bridges over 20' span $ 35,535.59

County Funds available $118,345.70

State Funds available 181,445.06

Federal Aid Requested 181,445.05

$481,235.81

Federal Aid Represented - - - - - - - - - - - - - -

FORM 4 1920-9-50

C. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

REFERRED TO P. Probert BY H. N.

Medford, Oregon.
Feb. 4th., 1921.

RECEIVED
FEB 5 1921

Attention of Mr. Probert.

PR 47

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear sir:-

In reply to your letter of Jun. 29th re specifications for the surfacing on the Trail-Agate section of the Crater Lake Highway will state, that I have no objections to making the maximum size of the material to be used in base courses 1½-inches. It has been found by experience that on the black sticky, that it is very important that in the base course all voids be completely filled so as to form a carpet or mat, and I deem this very necessary; as to the number of courses, manner of laying, etc., these matters are all secondary in importance, and anything you may agree on with the Bureau of Public Roads will be satisfactory with me, although I would prefer that the maxinun size of material in the wearing surface be not over 1¼-inches.

I note that the rolling is to be paid for as extra work; over certain stretches that are gravely or rocky the rolling can be dispensed with, as the macadam can be compacted by the traffic. Over certain portions of the sticky where the surfacing is placed on new grade, considerable rolling will be necessary, for if it is left to the traffic to do the compacting the materials will go out of sight if the grade becomes saturated before it is compacted.

As it is still raining down here, this would be a very opportune time to make an investigation of the sticky conditions, and I would suggest that someone from the Bureau of Public Roads be sent down in order to gather first hand information before the specifications be adopted.

Very truly,

K E Hodgman

K. E. Hodgman,
Div. Engr.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

REFERRED TO Proj. F
BY H. N.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

February 3, 1921.

RECEIVED
FEB 5 1921
47

State Highway Commission,
Salem,
Ore.

Gentlemen:-

In checking project agreement estimate submitted for Oregon Federal Aid project No. 47, we find several errors which should be corrected before the estimate is transmitted and the agreement prepared.

Sheet 2 of the drawings shows surfacing Station 1575 to 1919, 9" thickness, quantity required 880 cubic yards. Apparently this item should be 1960 cubic yards to be consistent with the amount used per station of the same thickness on other portions of the same project.

The allowance for loss on Unit No. 3 is 50% instead of 5% as allowed for other units. The total for Unit No. 3 is apparently 13,530 cubic yards which, with the allowance of 5% for loss, would give a total of 14,200 cubic yards. This would reduce the amount of gravel surfacing on the entire project to [illegible],000 cu.yds.

The cost of sprinkling as set forth in the estimate seems excessive in view of experience during the past season on other projects. We believe that $300.00 per mile will cover all of the cost for sprinkling for both courses, and on this basis the allowance of $9,468.75 would apparently be about double the actual cost.

Our bridge department has taken up with Mr. McCullough the matter of making some revisions in quantities for the Rogue River bridge at Station 1300.

The new estimate, including the corrections above mentioned and such corrections as may be necessary by the new bridge estimate, should be forwarded at your earliest convenience.

Yours very truly,

District Engineer.

Jan. 29, 1921

Mr. K. E. Hodgman,
Div. Engr.,
Medford, Oregon.

File PR-47

Dear Sirs

We are sending you herewith a copy of a letter from the Bureau of Public Roads in regard to our specifications for the surfacing of the Agate-Trail Section as submitted for their approval. In view of the fact that these specifications were drawn in accordance with your recommendations as regards sizes of materials, we would like to hear from you as to whether the changes suggested by the Bureau be adopted. For your further information in this connection we are enclosing copies of the specifications which were submitted for this surfacing, and copies of the specifications referred to in the letter from the Bureau of Public Roads as applying to Federal Aid Project No. 37.

As I recall our conversation in regard to the surfacing of the Agate-Trail Project when you were in our office some time ago, the larger sized materials in the base course were considered necessary on account of sub-grade conditions, and also that Mr. Merrick of the Bureau of Public Roads agreed that this base course should be constructed of the larger material, and also that it should be placed run-of-crusher in order that the voids in this course be as nearly filled as possible. You will note that the base course which they recommend is constructed of screened material from 2" to 1½" in size. The type of surfacing which they recommend is being specified for practically all of our broken stone and crushed gravel surfacing, and has been found to give excellent results, particularly in Eastern Oregon. However, if you feel that the larger materials should be used in the base course of this particular project, we will be glad to take the matter up further with the Bureau of Public Roads and endeavor to secure their approval of a surfacing of that kind.

I might state for your information that the specifications which we submitted to the Bureau of Public Roads were hastily prepared with a view rather to securing the execution of the project agreement so that we could secure immediate operation upon the grading work. It was our intention at the time these specifications were prepared, to refer them to you for your recommendation before the surfacing work was advertised. We are not sure that they are entirely in accordance with your ideas as to how this surfacing should be constructed, but it was our intention to specify this work in accordance with your ideas as we understood them.

Very truly yours,

HERBERT BUHN,
State Highway Engineer,

By

Office Engineer.

SHP:MF
Enc.

Refused to Hodgson

REFERRED TO O. K. BY H. N.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

January 26, 1921.

P.R. #47

State Highway Commission,
Salem,
Ore.

Gentlemen:-

The special provisions for surfacing on Oregon Federal Aid project No. 47 have been reviewed and the following comments are submitted.

Preparation of Subgrade:- In view of the fact that surfacing will be done under separate contracts after grading is completed, the section as submitted is not thought to be sufficiently detailed as to just what work is to be done. A similar paragraph in the Special Provisions for Oregon Federal Aid project No. 37, just submitted, is thought to be more complete.

Size of Materials:- This section permits the use of material up to 2½ inch in the base course where two courses are laid and in the second and base courses where three courses are found necessary. This is a radical departure from the present practice which is giving satisfactory results on other projects in this and nearby states. Placed as this material is to be placed and compacted under traffic, the larger sizes will work up into the top course and result in a rougher roadway and one which is harder to maintain than where finer material is used. The use of 1½ inch maximum size on other jobs is found very satisfactory and provides a smooth surface and one which is easy to maintain. A study of the prices bid where this

finer material was specified shows little or no additional cost. We believe that coarser material will result in an inferior surfacing. Where three courses are to be placed, 2½ inch maximum size in the bottom course would not be objectionable if the bottom course is thoroughly compacted before the other two lifts are placed. This section should specify the maximum percentage of sand passing 1/4" mesh which will be allowed. On a number of projects, including Oregon Federal Aid project #37, you have specified that all material shall pass a 1½" screen; that such material shall be separated into two sizes, the dividing size being such as to give three volumes of finer material (for top course) to three volumes (for base course) and this practice, we believe, will give the most satisfactory results attainable in this type of construction, and special provisions revised along this line will be recommended for approval by this office. Provisions for coarser stone up to 2½" in a properly compacted base course where three courses are placed would not be objectionable.

Construction Requirements:- If crusher run were to be used in all courses as specified, placing the bottom course 500 feet in advance of the top course would not permit of properly compacting the several lifts and would result in a loose layer of gravel 8" to 11" in thickness. It is suggested, where three courses are placed, that the base course, using larger size aggregate, be placed and maintained far enough ahead of the other two courses to permit of its being thoroughly compacted. The construction of the other two courses, screened into two sizes, is well covered in the Special Provisions for Oregon Federal Aid project #37 which could be followed closely.

Yours very truly,

District Engineer.

OREGON STATE HIGHWAY DEPARTMENT. FEDERAL AID PROJECT NO. 47.

AGATE-TRAIL SECTION OF THE MEDFORD-CRATER LAKE HIGHWAY
IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on contract prices except surfacing.)

14.35 Miles of Grading, Surfacing & Bridges. Salem, Oregon, January 10, 1920.

QUANTITY		ITEM	UNIT PRICE	AMOUNT
Grading, Unit #1				
All Required		Clearing & Grubbing	Lump Sum	$2,700.00
3,000	cu yds	Common Excavation @	.80	2,400.00
9,900	"	Intermediate "	1.10	10,890.00
9,700	"	Solid Rock "	2.00	19,400.00
1,800	sta yds	Overhaul	.08	144.00
200	lin ft	12" Corr. Galv. Iron Pipe	3.40	680.00
40	"	18" " " " "	5.00	200.00
150	"	24" " " " "	6.00	900.00
30	"	36" " " " "	12.00	360.00
500	"	6" Porous Drain Tile	.50	250.00
30	cu yds	Broken Stone for Tile Drains	3.00	90.00
40	"	Class "A" Concrete	33.00	1,320.00
25	"	Class "C" Concrete	30.00	750.00
3,800	lbs	Metal Reinforcement	.12	456.00
2,600	lin ft	Guard Fence	1.10	2,860.00
3.6	M-FBM	Lumber & Timber	60.00	216.00
				$43,616.00
Grading, Unit #2				
All Required		Clearing & Grubbing	Lump Sum	$3,000.00
5,100	cu yds	Common Excavation @	.65	3,315.00
22,000	"	Intermediate "	1.10	24,200.00
28,500	"	Solid Rock "	2.00	57,000.00
15,600	sta yds	Overhaul	.07	1,092.00
1,100	lin ft	12" Plain Concrete Pipe	2.00	2,200.00
60	"	18" Reinf. Concrete Pipe	4.00	240.00
200	"	24" " " "	5.00	1,000.00
82	"	36" " " "	8.00	656.00
1,000	"	6" Porous Drain Tile	1.00	1,000.00
60	cu yds	Broken Stone for Tile Drains	3.00	180.00
81	"	Class "A" Concrete	40.00	3,240.00
61	"	Class "C" Concrete	36.00	2,196.00
7,500	lbs	Metal Reinforcement	.10	750.00
2,500	lin ft	Guard Fence	2.00	5,000.00
				110,069.00

Grading, Unit #3

All Required		Clearing & Grubbing	Lump Sum	3,900.00	
5,600	cu yds	Common Excavation	.70	3,920.00	
29,400	"	Intermediate "	1.00	29,400.00	
3,800	"	Solid Rock "	1.85	7,030.00	
10,400	sta yds	Overhaul	.08	832.00	
116	lin ft	8" Corr. Galv. Iron Pipe	1.60	185.60	
650	"	12" " " " "	2.10	1,365.00	
46	"	12" Syphon, Corr. Galv. Iron (Force Account)		150.00	
100	"	18" Corr. Galv. Iron Pipe	3.70	370.00	
150	"	24" " " " "	5.00	750.00	
248	"	36" " " " "	10.00	2,480.00	
1,000	"	6" Porous Drain Tile	.50	500.00	
60	cu yds	Broken Stone for Tile Drains	4.00	240.00	
60	"	Class "A" Concrete	40.00	2,400.00	
74	"	Class "C" Concrete	40.00	2,960.00	
5,500	lbs	Metal Reinforcement	.10	550.00	
200	lin ft	Guard Fence	1.25	250.00	
					$7,282.60

Surfacing of entire project (not contracted)

44,000	cu yds	Broken Stone or Gravel Surfacing	3.25	143,000.00	
1,515	stations	Sprinkling one course (extra work)	6.25	9,468.75	
					152,468.75

Total for grading and surfacing $ 363,456.35

BRIDGES OVER 20' SPAN

Rogue River - Sta. 1300

395	cu yds	Class "A" Concrete	33.00	13,035.00	
155	"	Class "B" Concrete	30.00	4,650.00	
74,000	lbs	Metal Reinforcement	.08	5,920.00	
130,000	"	Structural Steel	.155	20,150.00	
620	lin ft	Concrete Handrail	4.25	2,635.00	
85	cu yds	Rip Rap	3.00	255.00	
300	"	Excavation	4.00	1,200.00	
15	"	Excavation below plans	40.00	600.00	
					$ 48,445.00

Bridges Stas. 1310-1565-1865-1932

760	cu yds	Class "A" Concrete	32.00	24,320.00	
40	"	Class "B" Concrete	28.00	1,120.00	
102,000	lbs	Metal Reinforcement	.09	9,180.00	
50,000	"	Structural Steel	.11	5,500.00	

710	lin ft	Concrete Handrail	@	3.75	2,662.50	
285	cu yds	Rip Rap		3.50	997.50	
860	"	Excavation		2.00	1,720.00	
50	"	Excavation below plans		5.00	250.00	
						45,750.00
				Sub-Total		457,631.35
				10% Engr. & Cont.		45,763.13
				TOTAL		$503,394.48

Cost per mile exclusive of bridges over 20' span - $27,859.25
Cost per mile including bridges over 20' span - 35,079.75

County funds available	$ 123,494.33
State " "	189,950.08
Federal Aid Requested	189,950.08
TOTAL	$ 503,394.48

Federal Aid Recommended _ _ _ _ _ _ _ _ _ _

UNIT PRICE ANALYSIS

Project: TRAIL-AGATE

Type of Surface: Crushed Gravel

Width of Surface: 16 feet

Items of Cost	Cost per Cu Yd
Royalty on Gravel	$ .05
Excavation, Crushing & Screening	1.60
Hauling (Average Haul 3.5 mi. @ 40¢)	1.40
Spreading and Dragging	.15
Preparation of Subgrade and Finishing	.15
Contractor's Profit (15%)	.40
Total Estimate	$ 3.25

Substitute
under clause "A"

6 copies

OREGON STATE HIGHWAY COMMISSION. OREGON FEDERAL AID PROJECT NO. 47.

SPECIAL SPECIFICATIONS APPLYING TO SURFACING

Trail-Agate Section of Medford-Crater Lake Highway in Jackson County.

Salem, Oregon, January 10, 1921. March 28,

BROKEN STONE OR CRUSHED GRAVEL SURFACING

See revision of March 28, 1921

Preparation of Subgrade:

Before any surfacing materials are placed, the roadbed shall be shaped up and brought to the cross-section shown on the plans and to the grade established by the Engineer. All ruts and other inequalities shall be eliminated, all ditches shall be cleaned out, and such trenching shall be done as may, in the opinion of the Engineer, be desirable to give shoulders between which to place the surfacing materials.

Add last two paragraphs as given for Simplot-Davidson Job.

Width, Thickness and Number of Courses:

The surfacing to be laid under this contract shall be sixteen feet in width. The thickness shall depend upon the subgrade condition and shall be as ordered by the Engineer. In general, however, the thicknesses shall be either 6, 9, or 11 inches, loose. Surfacing 9 inches and less in loose thickness shall be laid in two courses, the upper one of which shall be 3 inches in thickness. Surfacing more than 9 inches in loose thickness shall be laid in three courses, the top course being 3 inches in thickness, the second course 4 inches in thickness, and the base course of whatever thickness is required to make up the specified total thickness.

Materials:

The surfacing shall be constructed of broken stone or crushed gravel, the contractor using either or both at his own option.

All materials shall be clean, hard, tough, and durable, and shall contain no vegetable or other objectionable matter. They shall be free from soft, thin, elongated or laminated pieces, and shall be equal in every way to the best material available within reasonable hauling distance.

Rock of suitable quality is available from the quarry site about eight miles northeast of Eagle Point on the Eagle Point-Derby road. Suitable gravel is available in the Rogue River near the mouth of Reese Creek and near the river crossing two and one-half miles south of Trail. Suitable gravel is also available near the Antelope Creek Crossing. Only the most suitable materials available from these locations, or materials in every way equal thereto, will be allowed to be used. The Engineer shall in every case be the judge as to the relative suitability of materials.

Substitute "A" unit clause

Sizes of Materials:

The base course, and where more than two courses are used, the base and second courses, shall be constructed of run-of-crusher material, all of which will pass a screen having two and one-half (2½) inch circular openings.

The top course shall be constructed of crusher material, all of which will

pass a screen having one and one-half (1½) inch circular openings.

Pits, Banks and Quarries to be Secured by State:

The necessary pits, banks, and quarries to be used as sources of material supply will be secured and furnished to the contractor in accordance with the terms outlined in the attached clause covering this item.

Construction Requirements:

With a view of securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, as far as practicable, over the surfacing as it is placed; to construct each course beginning at the point of loading and working away from that point and to construct and maintain a finished bottom course at least five hundred (500) feet in advance of the placing of the top course.

The contractor shall carefully spread the material by a method satisfactory to the Engineer and in no case will any segregation of the large and fine particles in either course be allowed.

In the construction of each course the contractor shall harrow and drag the material at frequent intervals during the spreading and levelling process, and also later when hauling is being done over the road. The intervals at which harrowing and dragging will be required, and the manner in which it shall be done, will be determined by the Engineer basing his judgment upon the results that are and can be reasonably obtained.

Any sprinkling or rolling that may be required will be paid for as "Extra Work" in accordance with the terms stated on pages 11 and 12 of the Standard Specifications.

After the surfacing has been placed and compacted, the cut ditches shall be cleaned out and the roadbed trimmed up to the section indicated on the attached plan.

Measurement and Payment:

The quantity to be paid for under this item shall be the number of cubic yards, loose measure, of crushed gravel or broken stone delivered and incorporated in the work.

The price bid for "Broken Stone or Crushed Gravel Surfacing" shall be understood to include and cover the preparation of subgrade; the excavating, crushing, screening, hauling, spreading, and compacting of the surfacing materials; the cleaning out of cut ditches; the trimming up of roadbed; and all other work incidental to the construction of a finished broken stone or gravel surface in accordance with these specifications.

Jan. 6, 1931.

Mr. F. E. Hodgman,
Division Engineer,
Medford, Oregon.

File PR-67

Dear Sir:

We are enclosing herewith a copy of a letter just received from Mr. C. H. Purcell, District Engineer for the Bureau of Public Roads, in regard to the testing of a sample of sand intended for use in culvert construction on the Agate - Trail Section.

Very truly yours,

[redacted],
State Highway Engineer,

By

Office Engineer.

SHP:ET
Enc.
c. c. to Paul H. Nyming, Medford.
c. c. to Kenneth Hall, Laboratory.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

January 3, 1921.

State Highway Commission,
Salem,
Ore.

Gentlemen:-

Laboratory Report No. 3532, giving result of test of sand for use in culverts on Oregon Federal Aid project #47, has been received. It is noted that the sand falls very low in tensile and compressive strength ratios and, unless we hear further, we will assume that this material has been rejected.

Yours very truly,

District Engineer.

Jan. 6, 1921.

Mr. K. R. Hodgman,
Division Engineer,
Medford, Oregon.

File 15-PA

Dear Sir:

Please be advised that we have assigned prefixes as follows for the bridges on the Trail-Agate Section of the Medford-Crater Lake Highway in Jackson County.

15 PA-3 Four concrete bridges by Albert Anderson.

15 PA-4 Steel bridge over Rogue River.

Very truly yours,

-HERBERT NORR,
State Highway Engineer,

By

Office Engineer.

Dic. by H. B. Glaisyer,

ET

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon.
Dec. 31st.,1920.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear sir:-

Please advise this office as to the Job-prefixes for the bridges on the Trail - Agate section of the Medford-Crater Lake highway, to-wit:-

15PA3 — Bridges Nos. 678-79-81 & 82; Albert Anderson, Contractor;
15PA4 — " " 684 Portland Bridge Co., " .

Very truly,

K. E. Hodgman,
Division Engineer.
by

RECEIVED
JAN 3 1921

ANSWERED
H. B. G.

FORM 4 10M-9-20

C. BENSON, PORTLAND, CHAIRMAN
N. A. BOOTH, EUGENE
ED K. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 29 1920
STATE HIGHWAY ENGINEER

Medford, Oregon,
Dec. 28th., 1920.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear sir:-

In reply to the letter of the Coast Culvert & Flume Co., herewith enclosed, will state, that Mr. Houlton their representative, was in Medford shortly after the contract was awarded to Wm. Von der Hellen. As Mr. Houlton wished to close an agreement with Mr. Vov der Hellen, Mr Rynning furnished them with an approximate estimate of the pipe required, it being expressly agreed, that as soon as Mr. Rynning had gone over the line and checked over the pipe, changes could be made, provided the Coast Culvert & Flume Co. were notified before Dec. 10th. The only changes were the 18" and 24" culverts mentioned in their letter, and these were due to an increase in the size of an irrigation ditch made after the survey was completed, by Mr. Ash, one of the property owners, who offered to place a larger culvert in place of one of those mentioned above, provided we would increase the size of the other culvert correspondingly.

The Coast Culvert & Flume Co. was advised of these changes about one week prior to the agreed date of Dec. 10th., and upon since being informed of the agreement that was made by their representative, have furnished the culverts as requested by Mr. Von der Hellen, and I believe that this matter is now closed.

Letters from the Company and Mr. Von der Hellen are herewith enclosed.

Very truly,

K E Hodgman

K. E. Hodgman,
Div. Eng'r.

Wm. von der Hellen
GENERAL
CONTRACTOR
EAGLE POINT, OREGON

RECEIVED
DEC 29 1920
STATE ENGINEER

/2

Mr. R. E. Hodgeman
Division Engineer State Highways Dept.
Medford Ore

Dear Sir, I have just had a letter from the Pacific Coulvert & Flume Co. of Portland Re change in pipe specifications They have agreed to make up and ship same as per your last instructions. I wrote them that I heard Mr Rynning reserve the right to make changes in the specification when he handed their representative the list, and that such changes should be in their Portland Office by December 10th/ I believe this matter is adjusted satisfactory

Resp Yours
Wm von der Hellen

COAST CULVERT & FLUME CO.

"ARMCO" PRODUCTS
CORRUGATED CULVERTS
SIPHONS
IRRIGATION FLUME AND PIPE
IRRIGATION GATES
DRAINAGE GATES
PRESSURE PIPE
WELL CURBING
GRAIN BINS

REFERRED TO
CAK
BY H. N.

AMERICAN ARMCO INGOT IRON
RESISTS RUST

METAL SIGNS
SMOKE STACKS
OIL AND WAGON TANKS
JARMIN ROAD FIXER
JARMIN GRAVEL LOADER
FARM SPECIALTIES
ICELESS QUEEN COOLER
COMMON SENSE TOILET
SPECIFICATION WORK

OFFICE AND FACTORY
CORNER DERBY STREET AND COLUMBIA BOULEVARD
PORTLAND (KENTON STATION) OREGON
TELEPHONE WOODLAWN 3171

RECEIVED DEC 2 1920

December 2, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Nunn:

On November 26th we received an order from Wm. Vonder Hellen, contractor residing at Eagle Point, Oregon, covering the culverts to be used on unit No. 1 on the highway to be built near Medford.

This contract was awarded Mr. von der Hellen at the last meeting of the Highway Commission. We made up the "ARMCO" Ingot Iron culverts according to the list furnished Mr. von der Hellen by the resident Highway Engineer which list is dated November 26th, and these culverts are now ready for shipment from our factory.

We today received a letter from Mr. von der Hellen enclosing a letter dated at Medford November 29th, and signed by Paul B. Rynning, Resident Engineer, a copy of which we are enclosing.

Inasmuch as this particular job was awarded Mr. von der Hellen on the basis of Corrugated culverts, and his ~~last~~ bid was also on this basis, we do not believe it is fair to either Mr. von der Hellen or ourselves to change the specifications at this time. As above stated, this culvert is now made up with the station numbers marked on each pipe and will go forward within a few days.

We are today writing Mr. von der Hellen that we cannot accept the change in specifications , and hope that you will be able to instruct the resident engineer at Medford to conform to the original specifications which called for 18 and 24 inch Corrugated culvert at the two stations listed by him.

We believe you will recognize the justice of our claim and we would be glad to hear from you at your convenience.

Yours very truly,

COAST CULVERT & FLUME CO

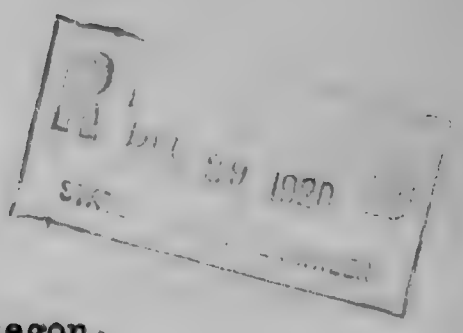
E W Gibson

EWGibsin-FER

Sales Manager.

Encl.

(COPY)



Medford, Oregon.
Nov. 29th, 1920.

Mr. Mm. Von der Hellen,
Eagle Point, Oregon.

Dear Sir:-

Have decided to put in a concrete box culvert where Ash's ditch crosses the Highway.

Please cancel your order for the following:-

40 Lin. ft., 18" Pipe; Sta. 1179 plus 00.
38 " " 24" " ; " 1182 " 00.

Respectfully,

Paul B. Rynning,
Resident Engineer.

By H.C.S.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

DEC 17 1920

POST-OFFICE BUILDING
PORTLAND, OREGON

Dec. 16, 1920.

State Highway Commission,

Salem, Oregon.

Gentlemen:

This letter is to confirm telephone conversation between your Mr. Kelley and Mr. McKesson of this office, on December 15, regarding revision in alignment at Station 1864 plus 61.0 on Oregon Federal Aid project No. 47. In view of the fact as stated by your Mr. Kelley, that the State has acquired property necessary for construction along the revised line between Stations 1855 plus 70.4 (P.T.) and 1865 plus 95.1 (P.T.) we have no desire to further urge the slight change in curvature suggested in our recent letter.

Mr. Merrick of this office who has been on the ground recently with your Division Engineer, states that he believes that an attempt to change this location now would be inadvisable but that your engineers were of the opinion that the curvature between 1864 plus 61.0 and 1865 plus 95.1 could be reduced from 24 degrees to 18 or 20 degrees by lengthening the curve, leaving the tangents as at present located.

Whatever adjustment you make of this matter will be satisfactory to this office.

Very truly yours,

Acting District Engineer.

Copy sent Hodgman

December 11, 1920

Mr. K. S. Hodgman,
Divisional Engineer,
Medford, Oregon.

Dear Sir:

Your letter dated December 9th regarding the change in location north of the Little Butte Creek bridge has been referred to Mr. Kelley over the telephone and he advised that you go ahead with the clearing on the original alignment and he will take up the matter with the Bureau of Public Roads in Portland this afternoon.

Yours truly,

Secretary.

BAK:LM

1914-9-60

...GON, PORTLAND, CHAIRMAN
...OTH, EUGENE
...KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Medford, Oregon.
Dec. 9th., 1920.

Attention of Mr. Kelley.

RECEIVED
DEC 10 1920

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear sir:-

I have your letter stating that the Bureau of Public Roads has adopted the lower crossing at Little Butte Creek on the Crater Lake Highway.

In regard to the slight betterment in alignment spoken of by moving the tangent north of Little Butte Creek bridge about 20 feet westerly will state, that the suggested location would be an improvement over the present one and that the cost would be the same. However, I do not recommend it, for the following reasons:-

When the location along the Little Butte was made, I asked the County Court to buy the strip of land between the Right-of-way and the Creek for a distance of about 1,000 feet along the Creek, this to be used for parking purposes and to afford shade for the tourists, also water for their machines.

The County Court agreed to do this as the amount of cultivated land between the R/W and the Creek was small, and the balance was covered with trees and brush. The Court is paying $250.00 per acre for the land outside of the R/W, and if the line is moved further out into the field which will increase the acreage, the Court does not feel justified in purchasing additional acreage, If the cultivated land between the R/W and the creek is fenced, it will shut off all access to the creek.

I believe that the present location, with the camping and parking site is much to be preferred to a revised location without these.

Please advise me as to which location is to be adopted as the Contractor's representative was in to-day and stated that he was ready to begin the clearing.

Very truly,

K E Hodgman

K. E. Hodgman,
Div. Eng'r.

December 14, 1920

State Industrial Accident Commission,
B u i l d i n g.

Attention Mr. J. W. Ferguson.

Gentlemen:

Receipt is acknowledged of your letter of December 13th referring to the matter of the contract to H. and Fa. von der Hellen covering the construction of Unit No. 1 of the Agate-Trail Section of the Medford-Crater Lake Highway.

I wish to advise that the following clause is contained in the von der Hellen contracts:

"The contractor shall accept the terms of the Workmen's Compensation Act of the State of Oregon, Chapter 118, Laws of 1913, and amendments thereto, and shall carry on this work under the provisions of that law."

This clause appears in all State Highway contracts.

Yours truly,

OREGON STATE HIGHWAY COMMISSION.

By

Secretary.

RAK:LM

ADDRESS ALL COMMUNICATIONS TO THE COMMISSION

STATE INDUSTRIAL ACCIDENT COMMISSION

SALEM, OREGON

AUDIT DEPARTMENT

REFER TO FILE.....

December
13th
1920

Oregon State Highway Commission,
Salem,
Oregon.

Attention Mr. Cline, Secretary.

Gentlemen: Re: H. & Wm. von der Hellen.

We are in receipt of a communication from the above firm stating that they were about to commence operations in connection with a contract awarded them by the State Highway Commission for construction work near Trail, Oregon, and notify this Commission that they desired to reject the provisions of the Workmen's Compensation Law.

Before accepting their rejection we would ask you to kindly advise us if their contract contains the usual stipulation to the effect that the operations of the firm to whom such contract is awarded must conduct their operations under the protection of the Workmen's Compensation Law.

Thanking you in advance for this information, we are

Yours very truly,

State Industrial Accident Commission,

J. W. Ferguson

Commissioner.

AHS
WD

December 7, 1920

Mr. K. E. Hodgman,
Division Engineer,
Medford, Oregon.

Dear Sir:

This is to advise that the revised line in the vicinity of Butte Creek on the Agate-Trail Section of the Crater Lake Highway has been adopted but the Bureau of Public Roads suggests a further revision in the line. I quote from their letter as follows:

"A slight betterment in alignment would appear possible from the sketch map submitted and that would be the reduction of the 24 degree curve at the north end of the bridge and substitute say a 16 degree curve. This could be accomplished by relocating the tangent immediately north of this curve and nearly parallel and about 20 feet westerly from the present proposed relocation. A sketch is attached to this letter indicating the idea which we have in mind, and we would request that you have your engineers on the ground look over this and determine whether there are any objections to such change and if the change is practicable we believe it would be worth making. A representative from this office will probably be in Medford in a week or so and can go over this matter with your division engineer at the time. Even if this slight betterment cannot be made we feel that the new alignment is so much of an improvement over the old that the change is fully warranted."

If this revision can be made without increasing the cost of the line, suggest that you run in and adopt it. Sketch indicating the revision is attached hereto.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

December 4, 1920

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Attached hereto a sketch map showing the location of the Crater Lake Highway on the Agate-Trail Section in the vicinity of Butte Creek and the alternate line as suggested by Mr. Mervis of your Department, also a memorandum from Mr. McCullough relating to the structure over Butte Creek, contract for which has been let.

We favor the original location inasmuch as it is thought to be a more scenic line and affording vision to the bridge from either approach, but offer no serious objection to the adoption of the other line. The bridge site on the original location is the one suggested by Mr. McKesson. Please indicate your preference in this matter in order that the work may not be delayed.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LH
Encls.

Form 89

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Trail- Agate Unit # 1 Date Nov 28 1920

Week from Nov 21 to Nov 28

Highway Medford- Crater Lake Job Prefixes 15 P A

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Jackson

Survey will be completed about July 31, 1921 Number in party 3

Camp location

Mail address Medford, Ore

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Van der Hellen cleared about 1 mile of brush and small trees

Expects to begin grading in a few days

Form 108—5M—7-20.

Supplementary Report

GRADE CONSTRUCTION

(To be attached to Weekly Reports covering grading work)

Job 15 P A

Number of stations of grading on project 130

Number of stations completed 6

Number of stations completed except for finishing 0

Number of stations covered by contractor's forces 0

Number of stations cross-sectioned 10

Number of station cross-sections completed and checked 0

Number of stations to be remeasured 0

Contractor's average force for the week: 12 men, clearing

teams, steam shovels.

Grading work will be completed about July 31 1921

Signed Paul B Symons

Title Res Engr.

FORM 4 10M-8-20

R. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon.
Nov. 26th.,1920.

Attention of Mr. Probert.

Trail-Agate section
Crater Lake Highway.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear sir:-

While Mr. Morris, U. S. Highway Engineer was here recently,he thought that a change could be made to good advantage in the location of the bridge over Little Butte Creek on the Crater Lake Highway, and requested that the data necessary for a comparison of cost between the original and proposed locations be submitted, and this was done several days ago, the data being sent to Mr. McCullough.

Mr. Morris also inquired about the Special Provisions under which the macadamizing was to be done,and I told him these would be supplied him direct from your Office. In this connection I stated that the surfacing material would consist of material 1-inch and under, and that the base would be composed of material 2-inches and under. He prefers to have the wearing surface 3-inches thick instead of 2-inches, and that the base be reduced 1-inch in thickness in lieu of the additional thickness in the wearing surface.

As to the waterbinding, Mr. Morris thinks that it will be acceptable with the Bureau if the State will include this work in its estimate at a fixed price per mile, permitting the State to have the work done on a cost plus, or any other basis. While this was Mr. Morris' personal opinion it will no doubt have the sanction of the Bureau.

Kindly supply Mr. Morris, of the Bureau of Public Roads, Portland, Oregon, with the desired Special Provisions.

The understanding was, that Mr. McCullough would advise Mr. Morris as to the cost of the proposed change in the location of the bridge above mentioned.

NOV 27 1920

Very truly,

K. E. Hodgman,
Division Engineer.
by H.C.S.

November 23, 1920.

Mr. K. E. Hodgman,
Division Engineer,
Medford, Oregon.

File PR 47 1/17.

Dear Sir:

Please be advised that we have assigned prefixes for the Trail Agate Section of the Medford-Crater Lake Highway in Jackson County as follows:

Unit #1, Contract #312 - - - - - -15 PA

Unit #2, Contract #313 - - - - - -15 PA-1

Unit #3, Contract #314 - - - - - - 15 PA-2

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Dic. by H. B. Glaisyer.

ET

November 20, 1920

Agate-Trail #1

Mr. William Van der Hellen,
Eagle Point, Oregon.

Dear Sir:

In the matter of culvert pipe to be used on your contract for grading Unit No. 1 of the Agate-Trail Section of the Medford-Crater Lake Highway, it has been decided to use corrugated pipe on this unit in view of the fact that a lower bid was made on this item than on concrete pipe.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:LM

cc. Mr. K. E. Hodgman, Division Engineer, Medford, Oregon.

...AST CULVERT & FLUME CO.

...DUCTS
...D CULVERTS
...SIPHONS
...ATION FLUME AND PIPE
IRRIGATION GATES
DRAINAGE GATES
PRESSURE PIPE
WELL CURBING
GRAIN BINS

ARMCO INGOT IRON

RESISTS RUST

METAL SIGNS
SMOKE STACKS
OIL AND WAGON TANKS
JARMIN ROAD FIXER
JARMIN GRAVEL LOADER
FARM SPECIALTIES
ICELESS QUEEN COOLER
COMMON SENSE TOILET
SPECIFICATION WORK

OFFICE AND FACTORY
CORNER DERBY STREET AND COLUMBIA BOULEVARD
PORTLAND (KENTON STATION) OREGON
TELEPHONE WOODLAWN 3171

November 19, 1920.

RECEIVED
NOV 20 1920

Mr. Roy Klein, Secretary,
State Highway Commission,
Salem, Oregon.

Dear Mr. Klein:

Our representative, Mr. R. G. Holden, called on you a few days ago regarding the culvert specified for the Eagle Point unit No. 1, near Medord, contract for which was awarded to Mr. Vonderhellen of Eagle Point at the last meeting of your commission.

Mr. Vonderhellen bid lower on corrugated iron pipe than on concrete pipe, a difference in fact of $610.00. He told Mr. Holden that he strongly desired to use our corrugated "ARMCO" Ingot Iron pipe and naturally supposed he would be awarded the contract on the basis of corrugated pipe. However, apparently through some oversight, we understand that he has been told that his contract calls for concrete pipe to be used on this job.

Naturally we were at a loss to understand the reason for this, and yesterday Mr. Beall, our president happened to see Mr. Herbert Munn and Mr. Kiddle together in Portland and talked with them about this matter.

Both Mr. Kiddle and Mr. Munn stated that if the bid was lower on corrugated pipe, corrugated pipe would be specified. They said, however, that these various jobs were tabulated in a hurry and that possibly they had made some mistake, and had figured concrete lower than corrugated pipe.

Mr. Munn told Mr. Beall that he would telephone the Salem office yesterday afternoon or evening and tell them to make the change, that is: inform the contractor that he was awarded the contract on the basis of corrugated

pipe rather than concrete.

We would appreciate it if you would tell us whether or not this has been done, and also whether or not you have advised Vonderheller of the change.

We would appreciate this information at a very early date and will await with interest your reply.

Yours very truly,

COAST CULVERT & FLUME CO.

E. W. Gibson

EWGibson-FER

Sales Manager.

...OAST CULVERT & FLUME CO.

...PRODUCTS
...UGATED CULVERTS
SIPHONS
IRRIGATION FLUME AND PIPE
IRRIGATION GATES
DRAINAGE GATES
PRESSURE PIPE
WELL CURBING
GRAIN BINS

AMERICAN ARMCO INGOT IRON

RESISTS RUST

METAL SIGNS
SMOKE STACKS
OIL AND WAGON TANKS
JARMIN ROAD FIXER
JARMIN GRAVEL LOADER
FARM SPECIALTIES
ICELESS QUEEN COOLER
COMMON SENSE TOILET
SPECIFICATION WORK

OFFICE AND FACTORY
CORNER DERBY STREET AND COLUMBIA BOULEVARD
PORTLAND (KENTON STATION) OREGON
TELEPHONE WOODLAWN 3171

Nov. 19, 1920.

Mr. Roy Klein, Secretary,
State Highway Commission,
Salem, Oregon.

My dear Mr. Klein:

I addressed a letter to Mr. Nunn yesterday in care of the Highway Department in Salem, pertaining to some changes which have been made in your office, in ink, as to the chemical requirements for corrugated culverts as shown in your printed specifications.

Since writing the letter I met Mr. Nunn in Portland and talked the matter over with him. He told me that without some information from Salem he could not well answer the questions I had asked, but suggested that we take the matter up with Mr. Hall, in the Highway Department, who possibly made the change, and who could possibly give us the decision asked for.

So we'd appreciate it if you would take the liverty of opening a letter addressed to Mr. Nunn yesterday, enclosed in one of our envelopes which pertains to this subject, and hand it to Mr. Hall and ask him if he cannot please give us a decision on the matter at an early date.

Mr. Nunn stated that it would possibly be several days before he returned to the office.

Thanking you for your kindness in this, we are

Yours very truly,

COAST CULVERT & FLUME CO.

Jno S Beall

JSBeall-FER

President.

PR
47
#1

November 30, 1920

Mr. Wm. Von der Hellen,
Eagle Point, Oregon.

Dear Sir:

I am handing you herewith four copies of the contract and bond for the construction of 2.44 miles of grading on Unit No. 1 of the Trail-Agate Section of the Medford-Crater Lake Highway in Jackson County. Please execute all four copies of the contract and bond and return to this office for the signatures of the Highway Commission after which we will be pleased to forward you one copy for your files and one copy to the surety company furnishing the bond.

Yours truly,

OREGON STATE HIGHWAY COMMISSION.

By

Secretary.

RAK:LM

November 17, 1920.

Mr. K. H. Hodgman,
Division Engineer,
Medford, Ore.

J.A. #47
#1

Dear Sir:

We have your letter of Nov. 15th, making inquiry in regard to type of pipe culvert headwalls used in connection with the Trail-Agate Federal Aid Project.

On account of the excessive quantities of concrete required by the headwall designs approved by the Federal Bureau of Public Roads and shown on our standard drawing No. 2021, we prepared the designs as shown on our drawings Nos. 2015 and 2017 and submitted them to the Bureau of Public Roads for their approval some three or four months ago. We have not yet received their approval of these types of headwalls, but we believe that this approval is forthcoming, and the concrete quantities as shown in the Federal Aid plans for the Trail-Agate section were based upon these headwalls. Unless you receive further instructions from us, you will, therefore, construct headwalls in connection with this project in accordance with drawings Nos. 2015 and 2017.

We do not believe that it would be worth while to request a change in the project agreement quantities to cover the increased quantity of concrete which will be required on account of the change in the size of the box culvert to be constructed at Hog Creek. There will undoubtedly be a number of revisions made during the progress of the work which will affect the quantities to some extent, but unless these changes are very material, we probably will not request any change in the estimates to be used as a basis for the project agreement. It will be impossible for us to secure the full amount of Federal Aid in any event.

Very truly yours,

HERBERT HUNT
State Highway Engineer.

By
Office Engineer.

HEP GLR

[illegible] } COMMISSIONERS
E. KIDDLE, ISLAND CITY
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon.
Nov. 15th.,1920.

Attention of Mr. Probert.

F.A.# 47
I 1

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear sir:-

As the work on the Trail-Agate section of the Crater Lake Highway is under a Federal Aid Project, the quantities in the headwalls for pipe culverts,as shown in the Engineer's estimate and on his profile, are based on the Government's Standard-Drawing #2001.

However, it appears as if the working drawings have been prepared on a basis of the State's Standard for headwalls, -Drawing #2016- since these quantities have been reduced.

I presume that it will be advisable to have the quantities in the Preliminary Estimate based on the Government's Standard, rather than to have an over-run from the beginning of the work.

Mr. Morris recommends that a 4 x 6 instead of a 4 x 4 concrete culvert be placed at Hog Creek. I approve his recommendation . This will increase the yardage of the concrete.

Respectfully,
K E Hodgman
K. E. Hodgman,
Div. Eng'r.

ANSWERED
S. H. Probert

RECEIVED
NOV 16 1920

Copy for State Highway Department

OREGON

B-1.

November 12, 1920.

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

RECEIVED
NOV 20 1920

Dear Sir:

On November 12, 1920, the Acting Secretary of Agriculture approved Oregon project statement No. 47, involving the improvement of 14.35 miles of the Medford Crater Lake Highway in Jackson County, at an estimated cost of $593,521.50, and on which Federal Aid is requested to the extent of $222,570.56.

Very truly yours,

Chief Engineer.

LEB/Gm

October 28, 1930.

F.A. #47

Mr. G. E. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Ore.

Dear Sir:

We are today sending to you under separate cover three copies of the detail plans for Federal Aid Project No. 47. You will find enclosed copies of the Special Provisions and estimated cost of this work.

On November 6th, bids will be received by the State Highway Commission for the grading work and the bridge construction in connection with this project. For the purpose of grading, the project has been divided into three units, which units are indicated upon the plans. The Special Provisions as submitted herewith are being used for each of the three units. Separate bids are [illegible] called for the bridge construction.

Very truly yours,

HERBERT NUNN
State Highway Engineer,

By

Office Engineer.

HEP GJR

Enc

[illegible]SION — FEDERAL AID PROJECT NO. 47.

Trail-Agate Section of Medford-Crater Lake Highway in Jackson County.

(Estimate to accompany plans)

14.35 miles of Grading and Surfacing. Salem, Oregon, October 27, 1930.

Quantities		Items	Unit Prices	Amounts
All Required		Clearing and Grubbing		$ 5,000.00
15,700	cu yd	Common Excavation	.75	9,250.00
61,200	"	Intermediate Excavation	1.25	76,625.00
42,000	"	Solid Rock Excavation	2.50	105,000.00
57,000	yd sta	Overhaul	.03	1,660.00
116	lin ft	8" Culvert Pipe	1.50	174.00
1,980	"	12" " "	2.00	3,960.00
200	"	18" " "	3.50	700.00
500	"	24" " "	5.00	2,500.00
280	"	36" " "	9.00	2,520.00
46	"	18" Syphon	4.00	184.00
2,500	"	6" Porous Drain Tile	.30	750.00
150	cu yd	Broken Stone or Gravel Backfill	4.00	600.00
181	"	Class "A" Concrete	40.00	7,240.00
160	"	Class "C" Concrete	35.00	5,600.00
16,000	lbs	Reinforcing Steel	.15	2,520.00
5,300	lin ft	Guard Fence	1.50	7,950.00
5.6	M-F.B.M.	Lumber and Timber	90.00	504.00
44,000	cu yd	Gravel Surfacing	4.00	176,000.00
		Rogue River Bridge		45,000.00
		Indian Creek Bridge		11,000.00
		Little Butte Creek Bridge		22,000.00
		Keene Creek Bridge		12,000.00
		Antelope Creek Bridge		20,000.00
		Sub-total		$ 539,582.00
		10% Engr. & Contg.		55,958.00
		Total		$ 595,521.00

Length of Project - 14.35 miles.

Cost per Mile - $ 41,500.00

State Funds Available	$ 253,358.68
County Funds Available	137,592.35
Federal Aid Requested	232,572.35
Total	$ 595,521.00

October 16th, 1920.

Mr. K. E. Hodgman,
Division Engineer,
Medford, Oregon.

File 7.A. #7

Dear Sir:

In preparing to write up the special provisions covering the grading and surfacing of the Trail - Agate Section of the Medford - Crater Lake Highway, we find that we have some eight or ten letters from you bearing upon this subject. These letters have been written at different times to meet changes which have been made in the plans for this improvement. We find that it is almost impossible to determine from these letters what your final ideas in regard to the surfacing work are, and we would request therefore, that you prepare a complete set of special provisions covering this job as a whole in accordance with the latest revised arrangements. Also please supply us with estimates for each unit, together with dates of completion , and information in regard to the sources of supply and length of haul upon surfacing materials to be used.

It is not likely that any of the surfacing work will be advertised for bids at this time, but it is necessary in connection with the submission of Federal Aid plans, that special provisions covering this feature of the work be provided.

We are sending to you under separate cover a set of the blue print plans for this project.

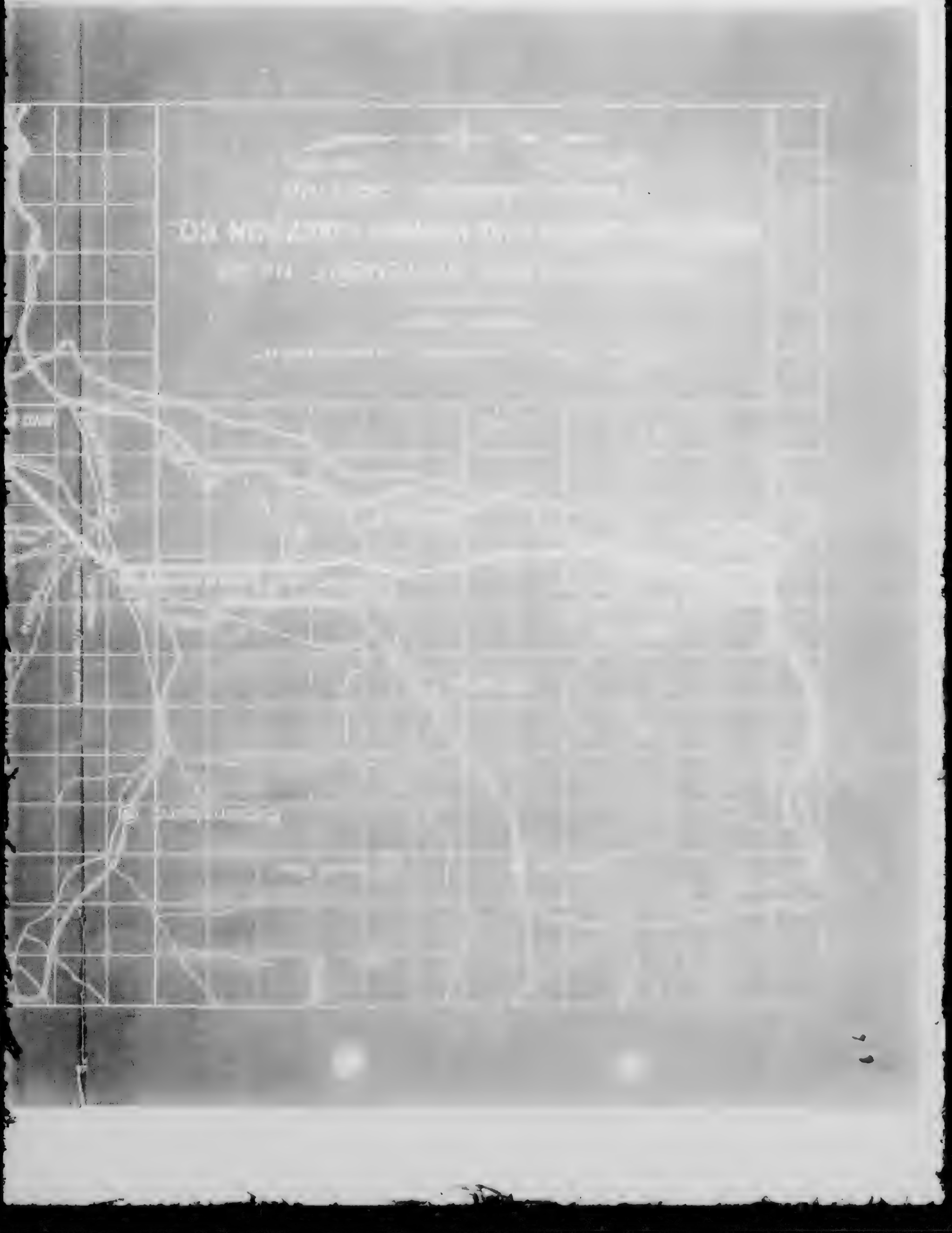
Very truly yours,

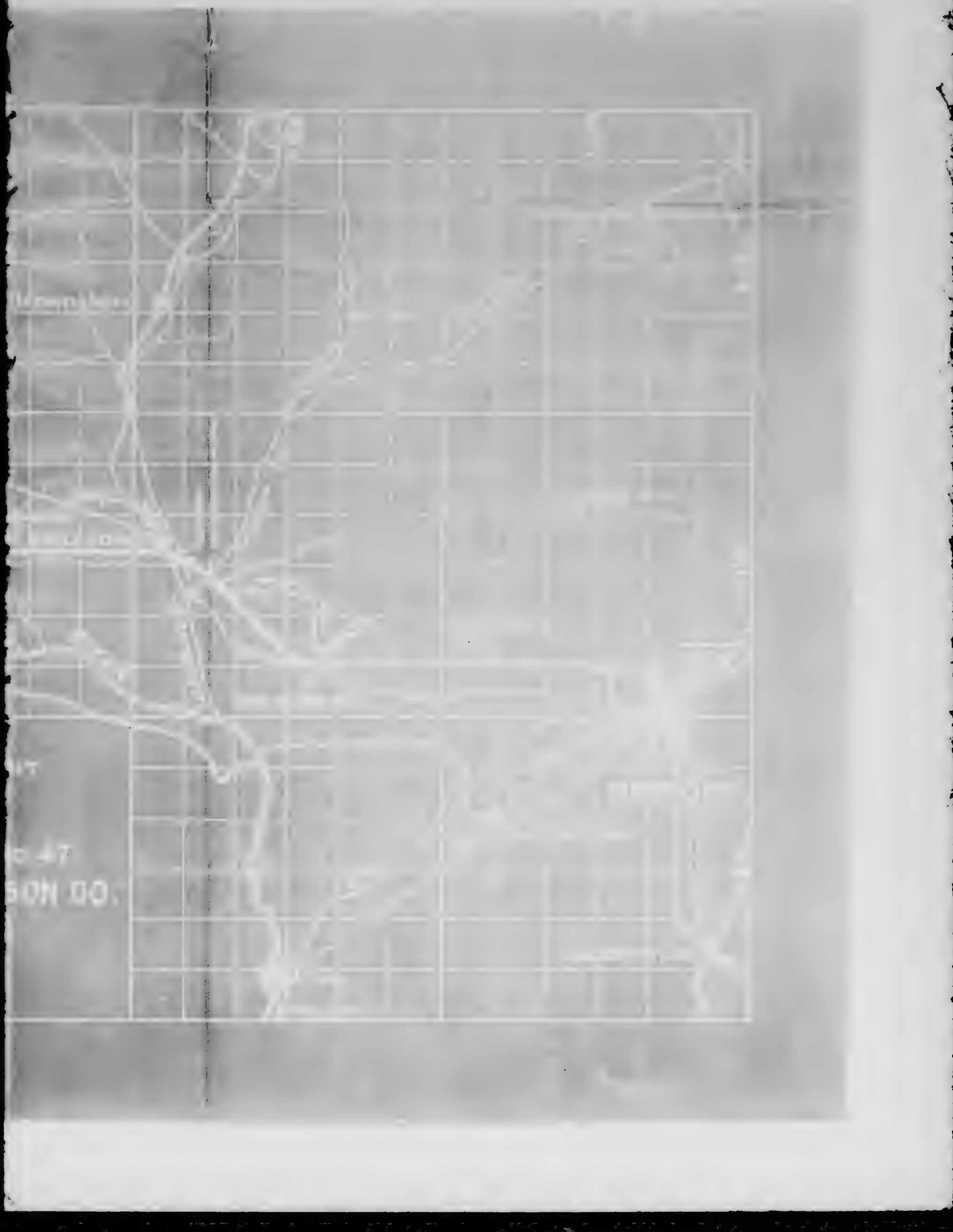
HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ET





October 13, 1930.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File "FH-47

Dear Sir:

#1

We are sending you herewith revised project statement for Federal Aid Project No. 47.

You will find attached to the enclosed copies of the statement the necessary resolutions of the County Court of Jackson County appropriating funds for co-operation on the project.

It is our intention to advertise the grading under this project for bids to be received on Nov. 6th. The surfacing work involved will not be advertised at this time.

The plans for this project will be submitted to you within the next few days.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

GHP:ET
Enc.

STATE Oregon

PROJECT No. 67
(Not to be filled in.)

FORM P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) October 12, 1920.

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Co-operative Road Bonding Act, Chapt. 175, Laws 1917 and Chapt. 31, Laws 1920.
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road Trail-Agate Section of Medford Crater Lake Highway
2. Located between Medford and Trail, County of Jackson
3. Points of beginning and ending Begins at Middlesmay's store in Trail. Ends at Kinnaid Corners approximately 2 miles north of Agate.
4. Length in miles (gross) 14.25 (net) 14.25

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4256

5. Miles of project used as post route 14.25; miles not used as post route - - -

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.)

Part of State Highway System.. Also part of proposed National Parks Highway

11. Improved roads adjacent or contiguous and type of each

Connects with good mountain road to Ashford

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 50, and (*c*) horse-drawn vehicles 1 (Summer months only)

13. Local traffic, approximate average daily number of (*a*) trucks 20, (*b*) passenger motor vehicles 50, and (*c*) horse-drawn vehicles 10

14. Description and present condition of traveled way Impassable during winter months on account of mud. Rough and extremely dusty during summer months. Some heavy grades and poor alignment.

8—4246

15. Proposed width of surfacing 16; feet between ditches 20; approximate maximum gradient 8 per cent.

16. Proposed type of construction Standard grade with gravel surface.

17. Location, nature, and extent of deposits of local materials suitable for use on this project Surfacing materials available at points indicated on sketch map and at other points along Rogue River.
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet Rogue River 300 ft. - Indian Creek 40 ft. - Little Butte Creek 140 ft. - Reese Creek 60 ft. - Antelope Creek 80 ft. (See sketch map for locations)
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State and County
(State or (and) county.)

20. Amount of funds which ~~can~~ will be available for construction: (a) State $225,358.48 and such other amount as may be required to insure completion of Project. Sale of bonds authorized.
(Amount.) (Source; refer to statute.)
(b) County $137,388.26
(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by
(State or (and) county.)
from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

previously submitted, by State Highway

Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

Resolution of County Court appropriating funds

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project

Oregon State Standard Form of Contract and Contractor's Bond will be used.

8—4356

Div. Eng

25. Reconnaissance estimate of cost of project:

Made by E. H. Hodgman Date October 12th, 1920.

Approximate Quantity.	Unit.	Item.	Price.	Amount.
All required		Clearing and Grubbing		$ 5,000 00
15,700	Cu. yds.	Excavation Common	70	9,899 00
61,300	"	Intermediate Excavation	1 25	76,625 00
42,000	Sq. yds.	Rock	2 50	105,000 00
37,800	M Stn	Overhaul	06	1,668 00
116	Lin Ft	8" Culvert Pipe	1 50	174 00
1,950	"	12" " "	2 00	3,900 00
200	"	18" " "	3 50	700 00
500	"	24" " "	5 00	2,500 00
360	"	36" " "	9 00	3,240 00
		Concrete Head Wall		
2,500	"	6" Porous Drain Tile	30	750 00
		Underdrain		
181	Cu. yds	Class "A" Concrete	40 00	7,240 00
160	"	Other items "C" Concrete	35 00	5,600 00
16,000	Lbs	Reinforced Steel	15	2,520 00
46	Lin Ft	12" Syphon	4 00	184 00
5,300	"	Guard Fence	1 50	7,950 00
5.6	M - FBM	Lumber and Timber	90 00	324 00
150	Cu Yd	Rock Rock-fill for Drains	4 00	600 00
44,000	"	Gravel Surfacing	4 00	176,000 00
		Rogue River Bridge (300 ft)		65,000 00
		Trail Creek Bridge (40 ft)		11,000 00
		Little Butte Creek Bridge (148 ft)		33,000 00
		Reese Creek Bridge (60 ft)		12,000 00
		Antelope Creek Bridge (80 ft)		20,000 00

Length, 14.35 miles. Subtotal $ 539,565 00

Cost, $ 41,250.30 per mile. 10% Engineering and Contingencies 53,956.50

Total $ 593,521 50

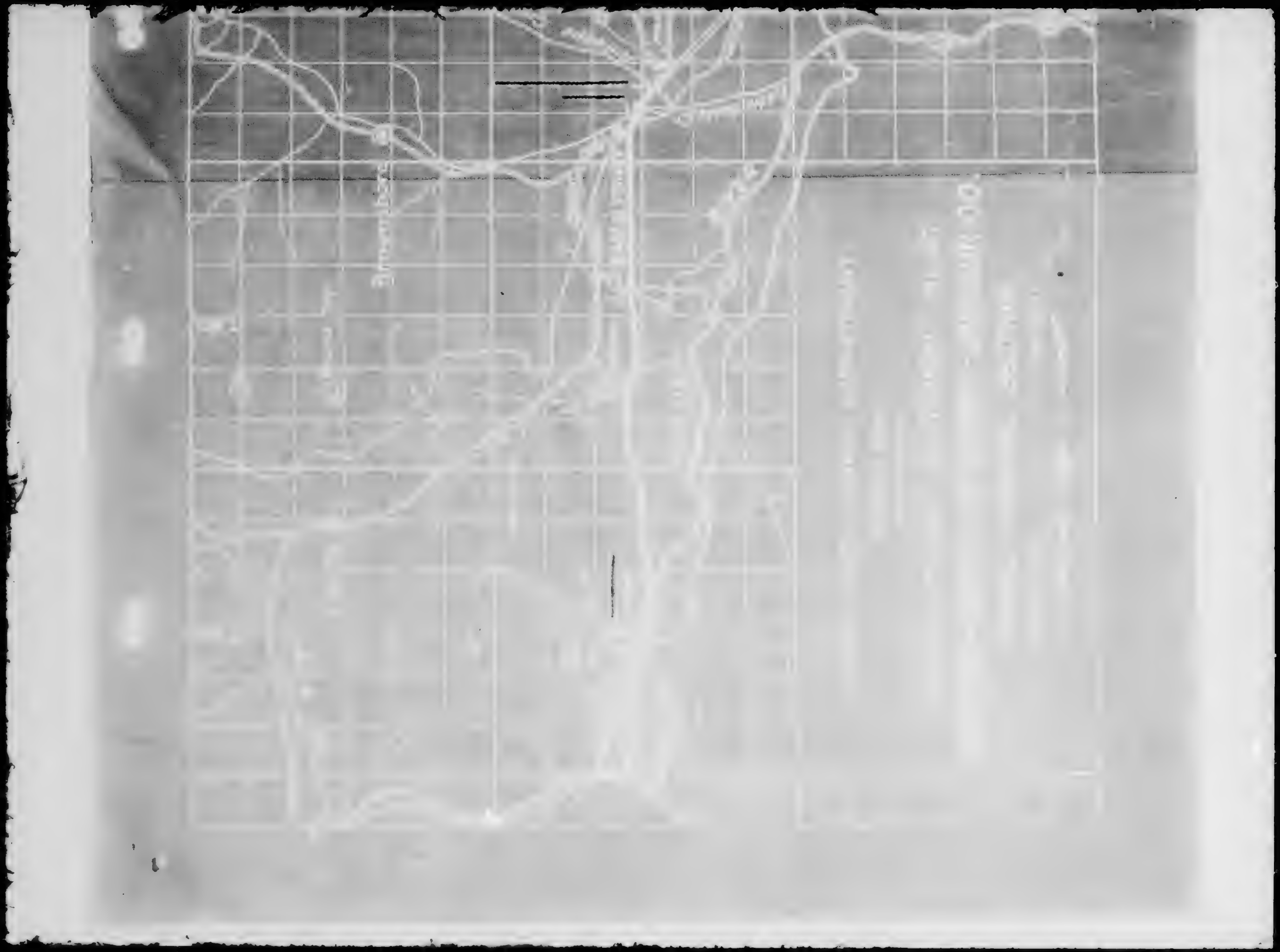
This estimate approved by:

(Title) Office Engineer.

26. Amount of Federal aid desired $322,570.56

(State in lump sum or percentage, but not both.)

N—4256



R E S O L U T I O N

WHEREAS, the State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in JACKSON COUNTY, known and designated as the MEDFORD-TRAIL SECTION OF THE MEDFORD-CRATER LAKE HIGHWAY, which said section of highway is to be improved as a post road project; and,

WHEREAS, the cost of improving and constructing said section of highway, which said cost is estimated to be of the sum of $ 550,369.03, is to be borne proportionately by the Federal Government, the State of Oregon and the County of JACKSON, in the following proportionate amounts; 50% of the estimated cost of said improvement to be paid by the Federal Government; 25% by the State of Oregon, and 25% by the County of JACKSON; and,

WHEREAS, the improvement of said section of highway as contemplated, will be of special benefit to JACKSON COUNTY; and,

WHEREAS, it appearing to the County Court of JACKSON COUNTY, that there should be at this time appropriated out of the_____ funds of the County, a sufficient amount to pay JACKSON COUNTY'S proportionate amount of the costs of said improvement;

THEREFORE, be it, and it is hereby resolved by the County Court of JACKSON COUNTY, sitting at this time as a County Court for the transaction of County business, that JACKSON COUNTY does hereby approve of and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road; and said County hereby obligates itself to pay its just proportionate share of the total completed cost of the improvement of said section of highway, which said total cost is estimated at the sum of $ 550,369.03.

And be it resolved that there be, and there is hereby set aside, and appropriated out of the_____ funds of the County, the sum of ONE HUNDRED AND THIRTY-SEVEN THOUSAND, FIVE HUNDRED NINETY-TWO AND 26/100 DOLLARS ($ 137,592.26), to be used and applied on the cost of said improvement.

And be it further resolved that should the final cost of said improvement exceed the said estimated cost of $ 550,369.03, then the said JACKSON COUNTY does hereby obligate itself to pay its just proportionate share of the ultimate cost of said improvement over and above the said estimated cost.

Be it further resolved that this resolution be entered in the County Court Journal, and that a duly certified copy of this resolution be delivered to the Federal Government by delivering the same to its Bureau of Public Roads, and that a like copy be delivered to the Oregon State Highway Commission, the delivery and receipt of which said copies shall be deemed sufficient to authorize the improvement of said section of highway, and shall thereby become a binding obligation on the County of JACKSON for the purpose and to the extent herein stated.

Dated this_____day of_____1920.

COUNTY COURT OF JACKSON COUNTY.

_____
County Judge.

_____
Commissioner.

_____
Commissioner.

STATE HIGHWAY COMMISSION

Sept. 25, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-47

#1

Dear Sir:

We are sending you herewith three copies of the resolution passed by the County Court of Jackson County appropriating funds for their co-operation in the improvement of the Trail-Agate Section, Federal Aid Project No. 47.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET
Enc.

FORM 4 SH-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED K. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Medford, Oregon.
Sept. 24, 1920.

RECEIVED
SEP 25 1920
STATE

Attention of Mr. probert.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear sir:-

I am submitting herewith estimates of quantities for macadam on Units #1 and #2 of the Medford-Trail section of the Crater Lake Highway, in order that they may be included in the Project Statement to be sent to the Post Roads Office. It was Mr. Kelley's intention to include the macadamizing of these two units, but not to advertise same until the bridge across Rogue River is near completion.

It was not intended to do any work on the Medford-Agate unit at present, and this was agreeable to Mr. Kiddle and Mr. Nunn who went over the road.

The estimate for 12/0 macadam on Units #1 and #2 is as follows:-

U N I T No. 1

Sta. 1169 to 1245;	thickness 8 inches;	2,252 Cu. Yds.		
" 1245 " 1300;	" 6 "	1,222 " "		
	total			3,474

U N I T No. 2

Sta. 1300 to 1420;	thickness 9 inches;	4,000 " "		
" 1420 to 1450;	" 11 "	1,222 " "		
" 1450 to 1590;	" 11 "	5,704 " "		
" 1590 to 1680;	" 11 "	3,066 " "		
	total			14,992
Total Units #1 and #2 ----------				18,466

Respectfully,

K E Hodgman

K. E. Hodgman
Div. Eng'r.

Sept. 23, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-47

Dear Sir:

We are sending you herewith three copies of the project statement for the improvement of the Trail-Agate Section of the Medford-Crater Lake Highway to which project we have assigned, subject to your approval, the No. 47.

Owing to changes having been made in the amount of work to be included under this project, we are unable to send you at this time the resolution of the Jackson County Court appropriating funds for their share in co-operation. We hope to be able to forward these to you within the next few days.

We would suggest that you give this project your immediate consideration in order that any changes which you may wish to recommend can be taken up with the State Highway Commission at their meeting on Sept. 28th.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

noted gwp

SWP:ET
Enc.

Sept. 22, 1920.

Mr. K. E. Hodgman,
Division Engineer,
Medford, Ore.

File 7.9.#47

Dear Sir:

We are sending herewith resolutions received from the County Court of Jackson County appropriating funds for the co-operation in the construction of the Medford-Trail Section.

At the time this resolution was drawn, it was understood by the County Court of Jackson County that the appropriation of $137,592.26 would cover their share of the grading and surfacing of the entire section between Medford and Trail in accordance with our original plans. Since that time the length of the project has been cut down eliminating the work between Medford and Agate, and providing surfacing for only that section between Agate and Hog Creek north of Eagle Point. A revised estimate shows a total estimated cost for this work of $513,986.00, Jackson County's share of which would be $128,496.50, which you will note is very nearly the same as the appropriation covered by the resolution.

We would like to have you discuss with the County Court of Jackson County the revised plans for this work, explaining to them the recommendations of the Highway Commission in regard to widths of surfacing and also explaining the causes of the increased amount of the estimate. This increase, you will note, is chiefly occasioned by the higher classification of excavation quantities and by the higher estimated costs for the bridge construction. The original estimate for all of the bridges was $90,000.00, based we believe, upon the use of wood structures. The revised estimate for bridges amounts to $131,500.00 and contemplates the construction of concrete and steel structures.

It will be necessary that we have a resolution from the County Court of Jackson County appropriating funds for their share in co-operation upon the project as revised, which amount according to the estimate which we are submitting the Bureau of Public Roads, a copy of which is enclosed herewith, is $128,496.50. If it is agreeable to the County Court of Jackson County, however the resolutions enclosed herewith appropriating $137,592.26 will serve our purpose. You will note that the responsibility as set forth in this resolution is rather for.

25% of the actual final cost than for the definite amount named. For that reason it would a pear to us that it might be agreeable to the County Court to allow the present resolution to stand rather than to pass another. In this event you should secure from the County Court a written statement to the effect that they understand that the work covered thereby is the same as included under our revised plans for the Agate-Trail Section, and not grading and surfacing of the entire section between Medford and Trail.

Kindly give this matter your immediate attention in order that copies of the resolution may be supplied to the Bureau of Public Roads.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

SHP:ET
Enc.

STATE Oregon

PROJECT NO. 67 //
(Not to be filled in.)

FORM P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) September 21st, 1920.

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission
constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of State and Federal
Co-operative Road Bonding Act, Chapt. 175, Laws 1917 and Chapt. 51, Laws 1919.
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said

Rules and Regulations. After construction of the said road it will be properly maintained by
State assume responsibility for maintenance

1. Local name of road Small - Agate Section of Medford Crater Lake Highway
2. Located between Medford and Small, County of Jackson
3. Points of beginning and ending Begins at Middlebrook's Store in Small. Ends at 1/4 Corner between Sections 19 and 20, T.36S., R.1W.W.M.
4. Length in miles (gross) 10.48 (net) 10.48

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4256

5. Miles of project used as post route 10.45; miles not used as post route None

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Part of State Highway System. Also part of proposed National Parks Highway.

11. Improved roads adjacent or contiguous and type of each Connects with good mountain road to Ashford.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 50, and (*c*) horse-drawn vehicles 1 (Summer months only)

13. Local traffic, approximate average daily number of (*a*) trucks 20, (*b*) passenger motor vehicles 50, and (*c*) horse-drawn vehicles 10

14. Description and present condition of traveled way Impassable during winter months on account of mud. Rough and extremely dusty during summer months. Some heavy grades and poor alignment.

15. Proposed width of surfacing 14 ft. [illegible] to Eagle Point [illegible], feet between ditches 20; approximate maximum gradient 5 per cent.

16. Proposed type of construction Standard grade with gravel surface Rag Creek to Agate

17. Location, nature, and extent of deposits of local materials suitable for use on this project [illegible] Decomposed Gravel (3), Gravel (6), Rock (2)

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet [illegible] Rogue River 240 ft. - Indian Creek 40 ft. - Little Butte Creek 120 ft. - Bear Creek 60 ft. (See sketch map for locations)

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State and County

(State or (and) county.)

20. Amount of funds which are be available for construction: (a) State $232,744.75 and such other amount as may be required to insure completion of Project. Sale of bonds authorized.

(Amount.) (Source; refer to statute.)

(b) County $128,496.50

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by [illegible]

(State or (and) county.)

from the following sources: [illegible]

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department respecting

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

Resolution of County Court appropriating funds.

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project

Oregon State Standard Form of Contract and Contractor's Bond will be used.

8—4256

25. Reconnaissance estimate of cost of project:

Made by L. H. Hodgman Date September 21st, 19 20.

Approximate Quantity.	Unit.	Item.	Price.	Amount.
All required		Clearing and Grubbing		$ 3,000 00
19,000	Cu. yds.	Excavation [illegible]	70	13,300 00
65,000	"	[illegible] Excavation	1 25	81,250 00
50,000	"	[illegible] "	2 50	125,000 00
	Sq. yds.	Surfacing of [illegible]		
20,000	M. Bm.	Overhaul	05	1,000 00
150	Lin. Ft.	8" Culvert Pipe	1 50	225 00
2,000	"	12" " "	2 00	4,000 00
125	"	18" " "	3 50	437 50
450	"	24" " "	5 00	2,250 00
50	"	[illegible] " "	7 00	350 00
250	"	[illegible] " "	9 00	2,250 00
2,000	"	Spiral [illegible] Iron Culvert	30	600 00
200	Cu. Yds.	Slope Wall Concrete	40 00	8,000 00
250	"	" " "	35 00	8,750 00
		Other items		
12,000	Lbs.	Reinforced Steel	15	1,800 00
50	Lin. Ft.	12" Syphon	4 00	200 00
5,000	"	Guard Fence	1 50	7,500 00
4	M.-F.B.M.	Lumber & Timber	80 00	320 00
16,000	Cu. Yds	Gravel Surfacing	4 50	72,000 00
		Rogue River Bridge (360 ft)		75,000 00
		Indian Creek Bridge (45 ft)		11,500 00
		Little Butte Creek Bridge (130 ft)		30,000 00
		Roads Creek Bridge (60 ft)		15,000 00
				$447,250 00
	18.45			
Length,	97,838.32 miles.		Subtotal	46,725 00
Cost, $	per mile.			
		10% Engineering and Contingencies		$513,975 00
			Total	

This estimate approved by:

$192,744.75 (Title) Office Engineer.

26. Amount of Federal aid desired

8—4286

(State in lump sum or percentage, but not both.)

27. Payment desired on completion or as work progresses:

As work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project:

State Treasurer of State of Oregon, Salem, Oregon.

29. Additional remarks:

After the completion of the grading between Trail and Fog Creek, a supplementary agreement covering the surfacing of that part of the project, will be asked for, or this surfacing work will be otherwise provided for by the Highway Commission. The type of surface proposed is a 16-foot gravel of such thickness as subgrade conditions may require.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission,
(Official title of Highway Department.)

By S Benson

Chairman.
(Title of officer.)

By Chas H Cook

Commissioner.
(Title of officer.)

By Ed Kuykendall

Commissioner.
(Title of officer.)

8—1256

ENGINEER'S ESTIMATE

Date Sept. 17, 1920.

Highway	Medford-Crater Lake.
Section	Trail-Medford.
Unit	No. 4
Stations	2067 plus 50 to 2412 plus 34.
County	Jackson.
Miles	6.53
Kind of work	Grading & Macadam.

All		Clearing. (Moving about 1,000 Lin. Ft., of Fence).
26,171	Cu. Yds.,	Excavation; Intermediate.
500	" "	" ; " for culverts.
4,335	" " Stas.	Overhaul .
128	Lin. Ft.,	8" Pipe. (Private Road Crossings).
396	" "	12" "
48	" "	18" "
144	" "	24" "
227	Cu. Yds.,	Class "A" Concrete.
46	" "	" "C" "
11,250	Lbs.,	Metal Reinforcement.
46	Lin. Ft.,	24" Syphon.
10,250	Cu. Yds.,	Buck-shot Gravel; for Macadam.

RECEIVED
SEP 18 1920
STATE HIGHWAY ENGINEER

This unit is not to be let at the present time.

Sketch map went forward with data on Unit #2.

Paul B Rynning

Paul B. Rynning,
Location Engineer.

Map

E N G I N E E R ' S E S T I M A T E

Date Sept. 17, 1920.

Highway	Medford-Crater Lake.
Section	Medford-Trail.
Unit	No. 3.
Stations	1680 plus 00 to 2067 plus 50.
County	Jackson
Miles	6.88
Kind of work	Grading & Macadam.

All		Clearing.
10,965	Cu. Yds.,	Excavation; Common.
32,521	" "	" ; Intermediate.
3,628	" "	" ; Solid Rock.
500	" "	" ; Intermediate, for culverts.
140	Lin. Ft.,	8" Pipe. (Private Road Crossings).
868	" "	12" "
112	" "	18" "
162	" "	24" "
276	" "	36" "
85	Cu. Yds.,	Class "A" Concrete.
132	" "	" "C" "
5,660	Lbs.,	Metal Reinforcement.
46	Lin. Ft.,	12" Syphon.
15,357	Cu. Yds.,	Gravel; for Macadam.
10,655	" Sta."	Overhaul.

RECEIVED
SEP 18 1920
STATE HIGHWAY ENGINEER

Sketch map went forward with data on unit #2.

Map

Paul B. Rynning
Paul B. Rynning,
Location Engineer.

OREGON STATE HIGHWAY COMMISSION

ENGINEER'S ESTIMATE

County: Jackson — Date: August 27th., 1920.

Highway: Medford-~~Crater~~ Lake

Section: Trail-Agate

Unit: No. 1

Miles: 2.47

				800.00
All		Clearing & Grubbing		
3,565	Cu. Yds.,	Common Excavation	.90	3,208.50
10,841	" "	Intermediate "	1.25	13,551.25
9,361	" "	Solid Rock "	2.50	23,402.50
1,798	Sta. "	Overhaul	.06	107.88
41	Cu. "	Class "A" Concrete	40.00	1,640.00
30	" "	" "B" "	30.00	900.00
2,060	Lbs.	Metal Reinforcement	.10	206.00
164	Lin. Ft.,	12" Pipe	2.00	328.00
122	" "	24" "	5.00	610.00
30	" "	36" "	7.50	225.00
2,550	" "	Guard Fence	2.00	5,100.00
3,600	Ft. B. M.,	Wood Irrigation Flume	70.00	252.00
				50,331.13
		10% Engineering & Contingencies		5,033.11
		Total		$55,364.24

Note:- 1,000 Cu. Yds., have been added to common excavation to allow for overbreak; and 100 Cu. Yds., have been added to solid rock to allow for culvert excavation.

Paul B. Rynning
Location Engineer.

AUG 28 1920

FORM 2A 2M-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM August 24, 1920

Subject: Medford-Trail Location.

Mr. Herbert Nunn,
State Highway Engineer,
O f f i c e.

Dear Sir:

On August 16th and 17th with Mr. McKesson of the Bureau of Public Roads and Mr. Hodgman of our Department, an inspection and comparison of the Government and State surveys, covering that portion of the Medford-Crater Lake Highway between Medford and Trail, was made. Below is a tabulation of the estimated quantities and engineering values of the two routes:

COMPARISON OF SURVEYS
MEDFORD-CRATER LAKE HIGHWAY
MEDFORD TO TRAIL SECTION.

State	Unit No. 1	Government.
	Excavations. cu. yds.	
	Trail to Ferry.	
826 common 553 Intermediate		
1,379	Common	9,204
9,135	Solid Rock	15,100
	Ferry to Agate Unit No. 2 and No. 3.	
34,853 common 38,705 Intermediate		
73,558	Common	95,265
21,292	Solid Rock	83,931
	Agate to Medford Unit No. 4	
26,613 (Intermediate)	Common	33,278
None	Solid Rock	1,100

Herbert Nunn - #2 8-24-1920

Totals (Trail to Medford)

101,550 (Com. & Inter.)	Common	137,747
30,427	Solid Rock	100,131

Curvature

Trail to Ferry.

251	degrees	239

Ferry to Agate.

874	degrees	1,601

Agate to Medford

86	degrees	86
1,210	Total of Degrees	1,926

RISE AND FALL.

Trail to Ferry

49.50	Rise	29.47
63.30	Fall	49.27

Ferry to Agate

684.10	Rise	270.38
799.20	Fall	386.00

Agate to Medford

273.03	Rise	237.07
222.50	Fall	186.82
1,004.63	Total Rise	536.92
1,085.00	Total Fall	622.09

Herbert Nunn - #3 8-24-1920

5% Grade

14,170 Lineal Feet None

DISTANCE

Ferry to Agate

15.55 Miles 15.78

The Government survey follows north from Medford over the existing road through Agate to a crossing of Antelope Creek, thence into the Rogue River bottoms, through improved farm land a portion of the way, to Dodge Bridge where it crosses to the west side of Rogue River and follows the meandering of the stream to Trail.

Due to the overflow land adjacent to the River it is necessary for the Government Engineers to hinge the location a considerable distance back from the channel in order to stay above flood water. This, of course, impairs the scenic value of the route as the River can only be seen in four or five places, between these limits, and is paralleled only for short stretches. This portion of the river is also less scenic than the river farther north. The Government survey has been made to a very high standard as regards alignment, gradient and width of roadbed. A maximum of 11 degrees 30 minutes curves, 3% gradient and a 26 foot roadbed was used. The quantities could be reduced materially by introducing sharper curvature into the line and using 5% instead of 3% as a ruling grade upon the lower line along the river. Even were these standards used it would develop a considerably more expensive line than the one we have chosen through Eagle Point. This is due principally to encountering rocky points and steep slopes along the river in two or three places where it would be impossible to throw back, and also to the increased costs of a structure at the Dodge Bridge site over the one we have chosen at Indian Creek.

From a purely scenic standpoint, however, the river route is to be preferred.

The State Survey is coincident with the Government Survey, as far as alignment is concerned, from Medford to Agate where it bears northeasterly to Eagle Point, thence north to a crossing of the Rogue River near Indian Creek, which is only a short distance south of the ferry which is operated across the Rogue River in this vicinity. From the crossing of the Rogue River to Trail the State survey follows approximately the Government location, although more curvature has been put into the line and steeper grades have been used. The most adverse features of the line between Agate and the proposed crossing of Rogue River, are that the

location traverses a barren desert country north from Eagle Point, and has considerable adverse grade, approximately 2 miles of which is 5%.

After a considerable study of the country adjacent to the location, a line was found which shortens the distance approximately one-half mile and eliminates a considerable amount of 5% grade, and puts the road for a greater distance through ground more or less susceptible to cultivation, reduces the cost of construction slightly and serves more people than would be served on either the original location or the line as surveyed by the Government. This change will eliminate, to a large extent, the objectionable features as pointed out by the representatives of the Bureau of Public Roads.

It will be noted from the tabulation of quantities that the line has been sub-divided into four unites, in order to accommodate small bidders and to facilitate the financing of the jobs by the contractors. The divisions are as follows:

Unit No. 1. Trail to Ferry. This section comprises that portion of the line southerly from Trail to a point below the ferry at the proposed bridge crossing. The materials are mostly rock which could be handled during the winter months so as not to interfere with summer traffic. Soil conditions are such that the roadbed would not deteriorate under traffic before the application of surfacing materials, provided they were applied within a reasonable time.

It is recommended that the contract be let for grading, and the surfacing contract let at some future date.

Unit No. 2. Ferry to Hog Creek (Station 1690). This comprises a section, most of which is through heavy adobe soil. Portions of the line can be graded this coming fall and winter but surfacing could not be applied until late spring. It is recommended that grading only, be done this fall.

Unit No. 3. Hog Creek (Station 1690) to Agate. This section is from a point approximately 2 miles north of Eagle Creek to Agate where a connection with the existing graveled road is made. All this portion of the line, serves a farming section and should be graded and graveled this fall. An abundance of surfacing materials may be found in Antelope Creek adjacent to the line.

Unit No. 4. Agate to Medford. This portion of the survey is over a comparatively good graveled road which with proper mainteance could be utilized for the present. It is recommended that construction of this unit be deferred until after the other sections have been improved.

After grading is far enough advanced on Units No. 1 and No. 2,

surfacing contracts could be let in one unit.

Revised surveys are now in progress and should be completed by September 7th. Advertising could be done not later than September 15th.

Respectfully submitted,

C C Kelley

Assistant Engineer.

CCK:LM

cc. Bureau of Public Roads, Attention Mr. McKesson.
cc. Mr. K. E. Hodgman, Division Engineer, Medford, Oregon.

1/7.a. #47

R E S O L U T I O N

WHEREAS, the State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in JACKSON COUNTY, known and designated as the MEDFORD-TRAIL SECTION OF THE MEDFORD-CRATER LAKE HIGHWAY, which said section of highway is to be improved as a post road project; and,

WHEREAS, the cost of improving and constructing said section of highway, which said cost is estimated to be of the sum of $ 550,369.03, is to be borne proportionately by the Federal Government, the State of Oregon and the County of JACKSON, in the following proportionate amounts; 50% of the estimated cost of said improvement to be paid by the Federal Government; 25% by the State of Oregon, and 25% by the County of JACKSON; and,

WHEREAS, the improvement of said section of highway as contemplated, will be of special benefit to JACKSON COUNTY; and,

WHEREAS, it appearing to the County Court of JACKSON COUNTY, that there should be at this time appropriated out of the County Road funds of the County, a sufficient amount to pay JACKSON COUNTY'S proportionate amount of the cost of said improvement;

THEREFORE, be it, and it is hereby resolved by the County Court of JACKSON COUNTY, sitting at this time as a County Court for the transaction of County business, that JACKSON COUNTY does hereby approve of and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road; and said County hereby obligates itself to pay its just proportionate share of the total completed cost of the improvement of said section of highway, which said total cost is estimated at the sum of $ 550,369.03.

And be it resolved that there be, and there is hereby set aside, and appropriated out of the County Road funds of the County, the sum of ONE HUNDRED AND THIRTY-SEVEN THOUSAND, FIVE HUNDRED NINETY-TWO AND 26/100 DOLLARS ($ 137,592.26), to be used and applied on the cost of said improvement.

And be it further resolved that should the final cost of said improvement exceed the said estimated cost of $ 550,369.03, then the said JACKSON COUNTY does hereby obligate itself to pay its just proportionate share of the ultimate cost of said improvement over and above the said estimated cost.

COUNTY ... mv. Eo

R E S O L U T I O N

WHEREAS, the State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in JACKSON COUNTY, known and designated as the MEDFORD-TRAIL SECTION OF THE MEDFORD-CRATER LAKE HIGHWAY, which said section of highway is to be improved as a post road project; and,

WHEREAS, the cost of improving and constructing said section of highway, which said cost is estimated to be of the sum of $ 550,369.03, is to be borne proportionately by the Federal Government, the State of Oregon and the County of JACKSON, in the following proportionate amounts; 50% of the estimated cost of said improvement to be paid by the Federal Government; 25% by the State of Oregon, and 25% by the County of JACKSON; and,

WHEREAS, the improvement of said section of highway as contemplated, will be of special benefit to JACKSON COUNTY; and,

WHEREAS, it appearing to the County Court of JACKSON COUNTY, that there should be at this time appropriated out of the County Road funds of the County, a sufficient amount to pay JACKSON COUNTY'S proportionate amount of the cost of said improvement:

THEREFORE, be it, and it is hereby resolved by the County Court of JACKSON COUNTY, sitting at this time as a County Court for the transaction of County business, that JACKSON COUNTY does hereby approveof and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road; and said County hereby obligates itself to pay its just proportionate share of the total completed cost of the improvement of said section of highway, which said total cost is estimated at the sum of $ 550,369.03.

And be it resolved that there be, and there is hereby set aside, and appropriated out of the County Road funds of the County, the sum of ONE HUNDRED AND THIRTY-SEVEN THOUSAND, FIVE HUNDRED NINETY-TWO AND 26/100 DOLLARS ($ 137,592,26), to be used and applied on the cost of said improvement.

And be it further resolved that should the final cost of said improvement exceed the said estimated cost of $ 550,369.03, then the said JACKSON COUNTY does hereby obligate itself to pay its just proportionate share of the ultimate cost of said improvement over and above the said estimated cost.

Be it further resolved that this resolution be entered in the County Court Journal, and that a duly certified copy of this resolution be delivered to the Federal Government by delivering the same to its Bureau of Public Roads, and that a like copy be delivered to the Oregon State Highway Commission, the delivery and receipt of which said copies shall be deemed sufficient to authorize the improvement of said section of highway, and shall thereby become a binding obligation on the County of JACKSON for the purpose and to the extent herein stated.

Dated this 7th day of August 1920.

COUNTY COURT OF JACKSON COUNTY,

/s/ G. A. Gardner
County Judge.

/s/ Thos. H. Simpson
Commissioner.

/s/ James Owens
Commissioner.

OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 9 1920

Medford, Oregon.
Aug. 7th., 1920.

Attention of Mr. Probert.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Medford-Trail Section;
Medford-Crater Lake Road.

Dear sir:-

The County Court signed resolution appropiating the money for the Crater Lake Road and will forward same on Sunday morning.

I wish to add a little to my previous letter re Crater Lake Road:-

It should be specified that on the old macadam from Medford to Agate such portions as necessary, are to be scarafied. Also, if Reese Creek gravel is laid in the lower courses over any section, that 3 inches, instead of a 2-inch wearing surface be used. I suggest this, as in conversation with certain contractors they thought that a 2-inch wearing surface would be too light over a material that shows a loss by abrasion of 10%. Mr. Hall, while in the Office here stated that it would be alright to use this material in the lower courses. If you wish, you might take up with him this matter of thickness of wearing surface. I was advised by a local contractor, who has built roads over the sticky for more than a dozen years, that it is absolutely essential that fine material be placed in the lower course. In my letter to you, I recommended that 3-inch run-of-crusher be used in the lower courses, where there are two courses besides the wearing surface. This contractor suggested that 2-1/2 inch would be plenty large, in order to make sure that all the voids be filled in the lower course. It might be that some contractor would wish to haul gravel from the Rogue River at a point about opposite the Reese Creek Schoolhouse, instead of using the Reese Creek gravel. As the tests of material further up the river, showed a low abrasion, there is little doubt in my mind but that the materials further down would test fully as good; this is mentioned as a possible source of material. It will make a great difference with the price of macadam on the upper end of the line, if the date of the completion of the bridge across Rogue River would be given; there is at present no way of crossing the river at this point. Grading operations could be carried on before the bridge is completed, as there is a ferry a short distance above, but it is impracticable to cross on the ferry with trucks. It might be stated that if the bridge were not completed by a certain date, that the macadam part of the contract would be extended, the same number of days as it took to complete the bridge after that date. It might be well if Mr. McCullough would design this bridge first.

Respectfully K E Hadgman Div. Eng.

OREGON STATE HIGHWAY COMMISSION

Medford, Oregon.
July 30th.,1920.

Attention of Mr. Probert.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Medford-Trail Section
Medford-Crater Lake Highway.

P.R. #47

Dear sir:-

Will forward to-morrow by express the following data on the Medford-Trail section of the Medford-Crater Lake Highway:-

4 Rolls; Details.
2 Books; Cross-sections.
5 Vicinity Maps; Rogue River; Indian Creek; Reese Creek; Little Butte Creek; and Antelope Creek.
1 Roll; Map 1" to 1,000 feet.
1 Book; Transit Notes.
1 " Level "
1 " Cross-section Notes
1 " Bridge Sites.
1 " Reference points.
1 " Earth Work Quantities.
1 " Co-ordinates.
5 Rolls; Profile.
1 Post Road Project Statement, with sketch map.

See also letter Aug. 7-4

Contract covering this section should be let in two parts; from Medford to Eagle Point, a distance of 10.9 miles; and from Eagle Point to Trail, a distance of 12.6 miles. The bridges may be let in a separate contract, as I believe that is in accordance with Mr. McCullough's wishes.

The section from Medford to Eagle Point is for a 16-foot macadam, and from Eagle Point to Trail for a 12-foot macadam. Much of the line is through sticky material, part being a desert sticky and the other black sticky, which when wet is impassible not only to team, but almost so to a saddle horse. On account of the variation in soil, I am submitting a list of the different thicknesses required between various stations; also, on account of the sticky material, I recommend that the screenings and No.2 material be not separated from the coarser rock in the lower courses, but that run-of-bank, or run-of-crusher, material be used, and the covering be 2-inches of buck-shot, or pea-gravel, or material that will pass an inch screen, the 2-inch wearing surface not to be waterbound. Between stations 2065 and 2412 buck-shot from the County pit will be laid in 2 courses, and no extra wearing surface will be required.

OREGON STATE HIGHWAY COMMISSION

The thickness of macadam as given are loose measure.

Beginning at Trail:-

Sta.	1170 to 1255;	8" thick;	2 courses	3" run of crusher;	2" covering.
"	1255 to 1300;	6" " ;	1 "	4" " " " ;	2" "
"	1300 to 1620;	11" " ;	2 "	4-1/2" do. ;	2" "
"	1620 to 1838;	9" " ;	2 "	3-1/2" do. ;	2" "
"	1838 to 2065;	9" " ;	2 "	3-1/2 do. ;	2" buck-shot.

From Stat. 2065 to 2412 the thickness varies from 3" to 9" owing to whether or not the old macadam can be used for foundation. It should be specified that on this stretch, buck-shot gravel should be used. The County will allow this buck-shot gravel to be taken from its pit free of charge, but would expect a nominal rental for its equipment if that is used in getting out the gravel. The overburden must be stripped before the material is shot. The County pit is located about 1/4 mile east of station 2370. Buck-shot gravel from other pits may be used, provided it is of as good a quality as that from the County pit.

It should be specified that buck-shot gravel be used for the covering from station 1838 to 2065.

If you think it advisable, a separate price might be asked for on the buck-shot gravel, instead of including it with the other material.

The wearing surface on the Medford-Eagle Point section will be buck-shot gravel.

On the Eagle Point-Trail section, the material in the wearing surface should pass through a 1-inch screen, as stated above.

I believe that it is your practice to use 2-inch material in the next course. Where there are 2 courses beside the wearing surface, I believe that 3-inch material should be allowed in the lower course, seeing that run-of-crusher material is being used.

Material has been tested from the following places and is suitable for macadam:-

Gravel,-near bridge at Rogue River;
Rock, -on the Butte Falls road, 2 miles from Sta. 1620;
Gravel,-on Antelope Creek, at Sta. 1930.
Gravel from Reese Creek, Sta. 1600, is not suitable for a wearing surface, ~~but can be used in the lower courses~~. Gravel can be obtained from Rogue River near mouth of Reese Creek.

The macadam,(not including wearing surface) should be waterbound, the base to be rolled and prepared as per general specifications.

The 2-inch top, or covering, need not be waterbound, but probably had better be rolled.

In regard to classification, I have been asked many times as to how sticky material would be classified. In order that there may be no question in regard to same,I believe it should be stated that all material between the following stations will be classified as intermediate:-

Sta. 1470 to 1570;
" 1955 to 2047;
" 2064 to 2412.

OREGON STATE HIGHWAY COMMISSION

The profile shows the finished grade at the crown. At the time this work was started we had not received typical road sections which have since been gotten out by your offices.

Between Stas. 2065 and 2412 there is considerable side borrow. This is caused by not wishing to disturb the present graveled roadbed any more than necessary.

Timber bridges will probably be used in all cases. The lengths of bridges, as well as the amounts of rubble masonry and rip-rap should be filled in by the Bridge Department. Three specially designed culverts will be required to care for the irrigation ditches, but the approximate quantities of concrete, etc., have been included in our estimate.

Would suggest that the date for completion be fixed as Sept. 30-1921.

Engineer's estimates on both sections are herewith enclosed.

Respectfully,

K E Hodgman

K. E. Hodgman,
Div. Eng'r.

MAP

OREGON STATE HIGHWAY COMMISSION

ENGINEER'S ESTIMATE

County:- Jackson

Highway:- Medford-Crater Lake.

Section:- Medford-Eagle Point.

Miles:- 10.9

Date:- July 30, 1920.

Engineer:- Paul B. Rynning.

All		Clearing & Grubbing		500.00
6,951	Cu. Yds.,	Common Excavation	.90	6,255.90
40,693	" "	Intermediate "	1.25	50,766.25
875	" "	Solid Rock "	2.50	2,187.50
15,065	" " Sta.	Overhaul	.06	903.90
20,000	" "	Broken Stone, or Gravel	4.00	80,000.00
282	" "	Class "A" Concrete	40.00	11,280.00
122.75	" "	" "C" "	30.00	3,682.50
24,010	Lbs.	Metal Reinforcement	.10	2,401.00
	Cu. Yds.,	Rubble Masonry		
90	Lin. Ft.,	8" Pipe (for private road crossings)	1.50	135.00
1,036	" "	12" " ; Plain Concrete,(or C.I.P)	2.00	2,072.00
132	" "	18" " ; Reinf. " "	4.00	528.00
310	" "	24" " ; " " "	5.00	1,550.00
88	" "	36" " ; " " "	7.50	660.00
	Cu. Yds.,	Rip-rap		
		Total ----------		162,922.05
		5% Engineering ----		8,146.10
		5% Contingencies --		8,146.10
				$179,214.25

Note;- 2,500 Cu. Yds., Intermediate have been added for culvert excavation.

OREGON STATE HIGHWAY COMMISSION

E N G I N E E R ' S E S T I M A T E

County:- Jackson. Date:- July 30-1920.

Highway:- Medford-Crater Lake. Engineer:- Paul B. Rynning.

Section:- Eagle Point-Trail.

Miles:- 12.6

All		Clearing & Grubbing		4,000.00
27,799	Cu. Yds.,	Common Excavation	.90	25,019.10
33,642	" "	Intermediate "	1.25	42,052.50
24,042	" "	Solid Rock "	2.50	50,105.00
20,291	" " Sta.	Overhaul	.06	1,217.46
23,776	" "	Broken Stone, or Gravel; Macadam	4.50	106,947.00
169.5	" "	Class "A" Concrete	40.00	6,780.00
159.71	" "	" "C" "	30.00	4,791.30
9,125	Lbs.	Metal Reinforcement	.10	912.50
	Cu. Yds.,	Rubble Masonry	.	.
60	Lin. Ft.,	8" Pipe (for private road crossings)	1.50	90.00
1,494	" "	12" " ; Plain concrate(or C.I.P.)	2.00	2,988.00
24	" "	18" " ; Reinf. " "	4.00	96.00
476	" "	24" " ; " " "	5.00	2,380.00
24	" "	30" " ; " " "	6.50	156.00
90	" "	36" " ; " " "	7.50	675.00
1,000	" "	6" Porous Drain Tile;(for wet places uncovered during construction)	.50	500.00
3,880	" "	Guard Fence	2.00	7,760.00
	Cu. Yds.,	Rip-rap	.	.
		total ----------		256,469.86
		5% Engineering ------		12,823.50
		5% Contingencies -----		12,823.49
				$282,116.85

Note:- 3% of the total yardage, or 2,490 Cu. Yds., have been added to the item of common, for overbreak.
3,000 Cu. Yds., have been added to the intermediate for culvert excavation.

CONTRACT # 313

PR 47 Unit 2, Agate Trail 1920-1922

313

PE-47
Unit 7

313

February 6th, 1923.

The Fidelity & Deposit Company of Maryland,
c/o Mr. R. H. Pimsey, Resident Agent,
Pittock Block,
Portland, Oregon.

Dear Sir:-

The purpose of this letter is to advise you of the intention of the Highway Commission to make final payment to Rhodes & Price, contractors on our contract No. 313, more definitely described as Unit #2, Trail - Agness section of the Medford - Crater Lake Highway in Jackson County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

by

Secretary.

Dict. by E.T.Saunders.

January 12th
1 9 2 2

Mr. K. E. Hedgman,
Division Engineer,
Medford, Oregon.

PR #47

Dear Sir:

We are returning today by express the final estimate and data on the Trail-Agate Unit #2 Section of the Medford-Crater Lake Highway.

We have made a careful check of this job and have listed doubtful points and discrepancies on summary sheets, which we have enclosed with the final data. Errors in computations are shown on the platted cross-sections or in the notes and were not listed.

In checking over the profile we find points where, according to the distribution shown, there must be some overhaul. However, none has been allowed and we are unable to determine why. We have drawn up a mass diagram to cover the points in question on the profile.

Please check over our corrections and additions, and return the estimate and data with your recommendations.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By _____
Office Engineer.

Dictated by Woodford
CHC

PR47
#2

December 20, 1923

Fidelity & Deposit Company of Maryland,
c/o R. L. Pinney, Agent,
Pittock Block,
Portland, Oregon.

#313

Gentlemen:

The purpose of this letter is to advise you of the intention of the Highway Commission to release all the retained percentage except 3% at this time, to Rhodes & Price, contractors, who hold contract No. 313, more definitely described as Unit No. 1 of the Trail-Agate Section of the Medford-Crater Lake Highway in Jackson County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

FORM 2A 1920-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [redacted]EON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon.
Nov. 23, 1921.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
NOV 26 1921
STATE HIGHWAY ENGINEER

Attention of Mr. Prosser.

Dear Sir:-

Rhodes and Price's contract #313; Federal Aid Project #47, is completed and ready for final payment as shown by Estimate #11.

Pay 97½ SMH

Very truly yours,

K E Hodgman

K. E. Hodgman,
Div. Engineer.

KEH

FORM 8A 10M-9-21

P. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]'EON, PORTLAND
W. M. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon,
Nov. 17, 1921.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

File PR-47

RECEIVED
NOV 18 1921
STATE HIGHWAY ENGINEER

Attention of Mr. Probert.

Dear Sir:-

I am returning herewith force account bills covering work on the Trail-Agate section which were returned to me by you.

I have gone over each one in detail with Mr. Rynning and h have initialed them as O.K. for payment. The roller rented from Mr. Schell was upon the same basis as the state roller or at $150 per month, we to keep same in as good running condition as when received. The only repairs that might be classed as replacements were one saflty plug which was blown out and 3-3/4" studs.

The work in the future will be handled as you suggested.

Very truly yours,

K E Hodgman

K. E. Hodgman,
Div. Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov 16, 1941

Week from 11/6 to 11/12

Job Name Trail - Eagle Point

Mail Address Eagle Point

Telegraph or Telephone Address

Highway Crater Lake

Express and Freight Address

County Jackson Job Prefix 15P4-1

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Grading completed

Engineering party checking up office work

KEH

NOV 20 1941
HIGHWAY ENGINEER

Signed

Title

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 7.22

Miles completed 7.22

Miles completed except finishing 0

Miles covered by contractor's forces .22

Miles cross-sectioned 7.22

Miles cross-sections completed and checked 7.22

Miles to be remeasured 0

Number men in Engineering Party 7

Contractor's average force for week 10 men,

2 teams, steam shovels

Grading work will be completed about Nov. 12

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 15PA-1 Percentage 30

Other jobs 15PA-5 Percentage 60

Other jobs 156-F Percentage 10

Other jobs Percentage

August 3, 1921

Mr. L. E. Hedgman,
Division Engineer,
Medford, Oregon.

Dear Sir:

Please find attached request for extension of time for Rhodes and Price on their contract on Unit No. 2 of the Trail-Agate Section. Please let us have your recommendation, and please request the contractors to have this request for extensionof time, endorsed by the surety on the bond.

Yours truly,

Secretary.

RAK:M
Encls.

August 2, 1921

Mr. E. B. Bishop,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

Attached please find request of Porter & Conley for an extension of time on the Lawen-Crane Section of the Central Oregon Highway.

Please let us have your recommendation in this matter.

Yours truly,

Secretary.

BAK:LM
Encls.

Form 10

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Trail - Agate — Date Dec. 5, 1921

Unit # 2 — Week from Nov 28 to Dec. 5

Highway Med - Crater Lake — Job Prefixes 15 PA-1
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Jackson

Survey will be completed about — Number in party 3

Camp location

Mail address Medford

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Rhodes & Price, contractors began clearing this week. Will begin grading on rock work this week

Form 108—5M—7-20.

Supplementary Report

GRADE CONSTRUCTION

(To be attached to Weekly Reports covering grading work)

Job 15 PA-1

Number of stations of grading on project 381

Number of stations completed 0

Number of stations completed except for finishing 0

Number of stations covered by contractor's forces 25

Number of stations cross-sectioned 13

Number of station cross-sections completed and checked 0

Number of stations to be remeasured 0

Contractor's average force for the week: 10 men,
Clearing
teams, steam shovels.

Grading work will be completed about July 31, 1921

NOTED
R. B. GLASGOW

Signed Paul B. Bynum

Title Res. Engr.

FORM 4 GH-7-20

S. BENSON, PORTLAND, CHAIRMAN
[illegible]. BOOTH, EUGENE
ED K. KIDDLE, MIDLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon.
September 5, 1920.

Subject: Medford - Crater Lake Highway
Estimate Unit 2

Attention Mr. Probert

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon,
Dear Sir;-

Enclosed find estimate of quantities for the grading of Unit 2, Trail - Medford Section of the Medford - Crater Lake Highway.

Will ship, byexpress, tomorrow, maps and notes for same.

I will not be able to get out the maps and estimates for Unit 3 until sometime between the 15th and 20th of September, and Mr. Hodgman suggests the advertising of Units 1 and 2 at the present time and Unit 3 as soon as I can Complete the estimate.

Units 1 and 2 will be for grading only, and Unit 3 for grading and macadam as per Mr. Kelly's instructions.

Respectfully Yours

Paul B. Rynning.
Location Engineer

Map

SEP 7 1920

SM-7-20

S. BENSON, PORTLAND, CHAIRMAN
A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

E S T I M A T E

County - Jackson

Highway - Medford - Crater Lake

Section - Trail - Medford

Unit - 2 Grading Only

Length - 9.1 Miles

Clearing	All
Common Excavation	4335 c.y.
Intermediate "	20759 "
Solid Rock "	37186 "
Culvert Excv. (Int.)	500 "
Overhaul	15028 sta.yd.
12" Pipe	986 lin. ft.
18" "	24 " "
24" "	162 " "
36" "	82 " "
Concrete, Class "A"	80 c.y.
" " "C"	81 "
Reinf. Steel	4400 lbs.
Guard Fence	2100 lin. ft.

37186 Rock.

No allowance has been made for overbreak.

Sketch Map for all 4 ~~sections~~ units shipped with maps and notes of Unit 2.

Paul B. Rymming
Location Engineer 8/5/20

Map

SEP 7 1920

CONTRACT #314

PR 47 Unit 3, Agate Trail 1920-1922

314

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 25, 1921

Job Name Trail - East Unit #1

Week from 9/18 to 9/25

Highway Mt. Ashland - Grants Pass

Mail Address Engineer

County [illegible] Job Prefix [illegible]

Telegraph or Telephone Address

Express and Freight Address

RECEIVED
OCT 5 1921
DIVISION ENGINEER

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Tel. camp at Trail Entrance

Ned

Ned

NOTED
H. S. GLAISYER

Signed [signature]

Title [illegible]

(See back of this sheet for instructions and detailed information.)

FORM 4 .5M-6-31

GRADING CONSTRUCTION

Total miles of grading on project 4.69

Miles completed 4.69

Miles completed except finishing 0

Miles covered by contractor's forces

Miles cross-sectioned 4.69

Miles cross-sections completed and checked 4.69

Miles to be remeasured 0

Number men in Engineering Party 7

Contractor's average force for week 3 *men,*

Guard Fence Co. *teams,* *steam shovels*

Grading work will be completed about 7/24/24

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 15-PA-2 *Percentage* 5

Other jobs 15-PA- *Percentage* 5

Other jobs 15-PA-1 *Percentage* 25

Other jobs 15PA-5 *Percentage* 50

15 GF 15

FORM 4 SM-6-21

C. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

NOTED
H. N.

PR 47 /

Medford, Oregon.
Aug, 16, 1921.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. Probert.

Dear Sir:-

In reply to your letter of Aug 12 (file PR-47) re report that the surfacing on the Agate-Trail section is being placed dry, will state that a sprinkling truck was started on this work Aug. 8th working two shifts. The results are very satisfactory, the rolling and wetting compacting the material so that the trucks can run over same on high. The sprinkling truck is working two ten hour shifts or twenty hours per day. Arrangements have been made for another truck to start the coming Monday and work at the north end where a second crusher is being set up. The first material which was placed at this end, near Eagle Point, was rolled but not wetted and has compacted practically none. This is but a short stretch and is used by the thru traffic for a few hundred yards. We are planning on bringing the roller and sprinkler back and compact this section at the first opportunity we have of doing so.

Very truly yours,

K E Hodgman

K. E. Hodgman,
Div. Engineer.

August 12, 1918.

Mr. E. B. Hodgson,
Resident Engineer,
Salem, Oregon.

File 19-67

Dear Sir:

Mr. Ellerson of the Bureau of Public Roads just now called up, stating that it had been reported to him that the surfacing on the Agate - Knoll Section was being placed dry, and that the coarser materials were being shoved up into the top from the base course. Mr. Ellerson also inquired as to whether or not arrangements had been made to sprinkle the surfacing as placed, as was contemplated when you were last in Salem.

In view of these things I would suggest that you make an investigation of this project and take steps if any are needed, to better conditions, and we would also be pleased to have you send us a report upon this matter.

Very truly yours,

[redacted]
State Highway Engineer.

By

Office Engineer.

[redacted]:[redacted]

Cc Cc to P. A. Kyrkeby.

Cc Cc to C. H. Purcell.

August 10, 1921

Mr. K. E. Hodgman,
Division Engineer,
Medford, Oregon.

PR #47

Dear Sir:

We are returning herewith extra work order No. 5 under contract No. 814 calling for a difference in cost of a 46' siphon and a 46' - 12" culvert.

We would prefer that if any part of this siphon is to be paid for on a force account basis, that the entire installation, exclusive of excavation, be handled on that basis. Kindly therefore prepare and submit a new order covering this work.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ETH

c. c. to Paul B. Bynning.

Form No. 14.

(To be made out in triplicate. White and blue copies to be sent to Salem office.)

OREGON STATE HIGHWAY DEPARTMENT
ORDER FOR EXTRA WORK

Job Trail-Eagle Int #3 Date May 27, 1921

Highway Medford - Crater Lake Contract No. 314

County Jackson Order No. 1

Contractor W. E. Tait

Address Portland, Ore.

The following work is hereby classified as "Extra Work," to be performed and paid for in accordance with the terms of contract.

Work to be done: Installing corrugated pipe for road over irrigation ditch
1 - 24" dia. corrugated riveted pipe
1 - 24" dia. corrugated lap corrugated pipe

Location by station numbers: Sta 1950 to Sta [illegible] Rd. [illegible] Sec. Line Post To Ctr [illegible]

Quantities: [illegible]

Estimated cost:

Recommended for approval:

[illegible]
Resident Engineer

Approved: K E Hodgman Div Engr

Date May 31, 1921

Form 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Trail - Agate. Date Jan 2, 1921

Unit # 3 Week from Dec 26 to Jan 2

Highway Med-Crater Lake Highway Job Prefixes 15 P A-2

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Jackson

Survey will be completed about Number in party 3

Camp location

Mail address Medford Ore

(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Cleared & grubbed about ½ mile

n 108—5M—7-20.

Supplementary Report

GRADE CONSTRUCTION

(To be attached to Weekly Reports covering grading work)

Job

Number of stations of grading on project

Number of stations completed

Number of stations completed except for finishing

Number of stations covered by contractor's forces

Number of stations cross-sectioned

Number of station cross-sections completed and checked

Number of stations to be remeasured

Contractor's average force for the week: men,

teams, steam shovels.

Grading work will be completed about July 31, 1921

Signed Paul R. Fleming

Title

PK
47
#3

December 6, 1930

Allan Brackinreed,
Medford, Ore.

Dear Sir:

Your letter of November 29th, addressed to Mr. Klein Secretary of the Highway Commission inquiring as to whether or not the Commission will accept as surety on the W. B. Tall contract for the construction of Unit No. 3 of the Agate Trail, the following persons: Mrs. Mary E. Reddy and Miss Lillian M. Roberts, has been handed to me for reply.

The matter of suretyship is wholly within the discretion of the Highway Commission, therefore, I cannot say what the Commission would do until the matter has been considered by them at their next regular meeting. I believe, however, that if these parties are the owners of the shares of stock mentioned in your letter and would assign to the Commission as collateral the shares of stock, or a sufficient amount to support the liability which they assume in becoming surety, that the Commission would look with favor upon accepting personal surety in place of corporate surety.

Yours Very truly,

JED:AF

Assistant Attorney General.

ALAN BRACKINREED

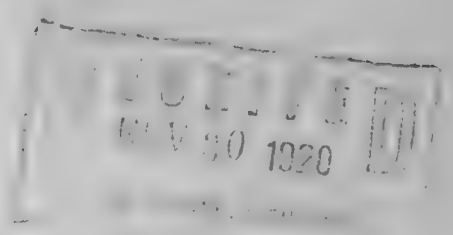
PUBLIC ACCOUNTANT
FEDERAL TAX RETURNS
AND CLAIMS

JACKSON COUNTY
BANK BUILDING
MEDFORD, OREGON

N BRACKINREED

ON COUNTY BANK BUILDING
MEDFORD, OREGON

Nov 29, 1920.



Mr. Roy K. Klein,
Secretary State High Commission,
Salem, Oregon.

Dear Sir:

At the request of Mr. Wm. B. Tull, who is interested in a prospective contract covering No. 3 Unit of the Agate Trail, I wish to make inquiry as to the acceptability, under the Commission's rulings, as his bondsmen, in the event of his being awarded the contract in question, of the following named persons, clients of mine:

Mrs. Mary F. Reddy of Medford, Oregon, (wife of J. F. Reddy);

Miss Lillian M. Roberts of Medford, Oregon, (spinster, not a minor).

Mrs. Reddy's property holdings consist of 49 shares of the capital stock of "St. Anthony, Incorporated," of Medford, Oregon, an Oregon corporation, valued at $876.25 per share -- $ 42,936.25

Miss Roberts' property holdings are 150 shares of the stock of the same corporation., valued, as above ---- $ 131,437.50

St. Anthony, Incorporated, of which I am secretary, is the owner of property of the outstanding net worth shown by the enclosed copy of a recent balance sheet, towit -------- $ 175,250.00
(the remaining 1 share being a director's share.)

Both Mrs. Reddy and Miss Roberts have small property holdings outside of the corporation, but their main interests are represented by the corporation balance sheet enclosed. They appear as the record owners of the shares of stock mentioned, unencumbered.

Your very early advice on the question set forth will be appreciated.

Yours very truly,

Alan Brackinreed

Financial Statement of SAINT ANTHONY INCORPORATED (an Oregon corporation) of Medford, Oregon.

PROPERTY INTERESTS:	Valuations:
SECURITIES:	
1. First Mortgage Bonds of California & Oregon Coast Railroad, Grants Pass, Ore. Valued at par. Only bonds issued by this road, built at a cost of $400,000.00, owned solely by Twohy Bros., and now operated by them.	$ 4,100.00
2. 5,000 shares Standard Silver Lead Co. of Spokane, Wn. Valued at par. Company capitalized at $2,000,000.00. Corporation now has about $200,000.00 surplus.	5,000.00
3. 1,073 shares Security Savings Society of Spokane, Wn. Corporation capitalized at $100,000.00. Owns, at conservative valuations, $250,000.00 worth of Spokane realty, unencumbered.	2,500.00
4. 50,000 shares Dorothea Gold Mines Co. of Medford, Oregon, being all of the stock of this corporation, par value $1 per share. Corporation owns undivided nine-tenths interest in Dorothea Gold Mines properties, located in Josephine County, Oregon. Property unencumbered, 150 acres patented ground, 100 acres not patented. Improvements cost $30,000.00. Properties have produced between $75,000 and $80,000. Not now operated, because of depreciation of gold values. Valued at cost of improvements,	30,000.00
REAL ESTATE:	
5. One-fourth interest in Blalock Block, Spokane, Wn. Building unencumbered, valued conservatively at $300,000. One-fourth interest valued at	75,000.00
6. One-half interest in Copper Eagle Mine, located at Galice, Oregon. Property unencumbered, located 17 miles from railroad, 3 miles from wagon road, not being worked, awaiting building of balance of wagon road.	10,000.00
	$ 126,600.00

Forward to page 2,

COPY

	Forward from page 1,	$ 126,600.00
7.	Lot 2 and North 31½ ft of Lot 3, Blk 11, Queen Anne Addn to City of Medford, Ore., unimproved, unencumbered,	1,500.00
8.	Residence property in Queen Anne Addn to Medford, Ore., Lots 4-5-6-7, So 19 ft Lot 3 and No 21 ft Lot 8, Blk 11. Valued conservatively, at less than cost of buildings and other improvements. Unencumbered.	20,000.00
9.	Three-fourths interest in Roosevelt Avenue Ranche, adjoining city of Medford, Ore., improved, unencumbered,	5,000.00
10.	Fern Valley Ranche, 30 acres, near Talent, in Jackson County, Oregon, unimproved, unencumbered,	7,500.00
	OTHER INTERESTS:	
11.	Sundry small Notes Receivable, all secured by collateral,	2,850.00
12.	One-third interest in Martin J. Reddy Jewelry Company of Medford, Oregon,	10,000.00
13.	Hudson Super-Six car, used three years, in good saleable condition,	1,800.00
	Total valuation of above Assets,	$ 175,250.00

LIABILITIES:

No Liabilities, other than book liability of authorized Capital Stock ($20,000.00), all subscribed and issued. The property interests held, listed above, are all unencumbered, and the corporation has no contingent liabilities,, and no outstanding unsecured indebtedness.

COPY

FORM 4 5M-7-20

S[illegible]NSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

RECEIVED
SEP 18 1920
STATE HIGHWAY ENG[illegible]R

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Medford, Oregon.
Sept. 17, 1920.

Attention of Mr. Probert.

Crater Lake Highway;
Medford-Trail section;
Units #3 and #4.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear sir:-

Enclosed find Engineer's Estimate of quantities for the grading and macadam of Units #3 and #4 on the Medford-Trail section of the Crater Lake Highway.

Maps, profiles, etc., went forward by express last evening.

Going over the ground with Mess. McMesson, Kelley and Hodgman it was decided to lay the macadam on Unit #3 in thickness varying from 9-inches to 11-inches, the 11-inches to be laid on the Black Adobe, and the 9-inches on the Desert Adobe.

It was also recommended at that time to use a 16-foot width of macadam over the entire length of Unit #3. When Mr. Nunn and Mr. Kiddle were here with Mr. Hodgman, they went on record as against Mr. Hodgman's recommendations for a 16-foot surfacing, and decided that it should be 12-foot instead of 16-foot,-between Eagle Point and Hog Creek (Sta. 1825 plus 50 to 1680), and I have figured the macadam quantities accordingly.

If the weather is good during construction the 11-inch thickness may be reduced in several places and it should be made clear to the contractor that the quantities are liable to be decreased instead of increased.

In laying a macadam on the adobe it is very important that all the voids be filled; therefore, it is recommended that run-of-crusher gravel, or rock, be used.

The 9-inch thickness to consist of two 3-1/2 inch courses with a wearing surface of 2-inches. The lower course to consist of 2-1/2-inch run-of-crusher, the second course of 2-inch run-of-crusher, and the wearing surface 1-inch and under. The two lower courses to be rolled and waterbound. The wearing surface to be rolled or dragged, but not waterbound.

The 11-inch thickness to be laid in two 4-1/2 inch courses with a 2-inch wearing surface.

As I have figured the quantities, the widths and thickness are as follows:-

FORM 4 3M-7-20

[illegible]ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Sta. 1680		to 1698	1900	12/0	x 9"	600	(44)
" 1698		" 1731	3300	"	x 11"	1344	"
" 1731		" 1740	900	"	x 9"	300	"
" 1740		" 1757	plus 50 1750	"	x 11"	714	
" 1757	plus 50	" 1778	2050	"	x 9"	684	"
" 1778		" 1825	plus 50 4750	"	x 11"	1935	"
" 1825	plus 50	" 1846	2050	16/0	x 11"	1115	"
" 1846		" 1867	2100	"	x 9"	928	"
" 1867		" 1875	800	"	x 11"	435	"
" 1875		" 1919 (Eq. of 2420 feet equals 1980 Lin. Ft.)		"	x 9"	881	"
" 1919		to 1938	1400	"	x 11"	1032	"
" 1938		" 2067	plus 50 1295	"	x 9"	5760	"

Vicinity map for Little Butte Creek will be forwarded to the Bridge Department in a day or two; balance of vicinity maps have been submitted.

Unit #4 is not to be let at the present time.

Respectfully,

Paul B. Rynning

Paul B. Rynning,
Loc. Eng'r.

CONTRACT #315

315

#315 - final

PRFV

March 3rd, 1922.

Fidelity and Deposit Company of Maryland,
c/o Mr. Clarence D. Porter, Resident Agent,
Casco Bldg.,
Portland, Oregon.

Dear Sir:

You will please be advised by this letter of the intention of the Highway Commission to make final payment to the Oregon Contracting Company on their contract for the paving of the Newberg - West Dayton Section of the West Side Highway in Yamhill County, contract No. 315.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

by

Secretary.

Dict. by H.T.Saunders.

February 10th,1922

Mr.Geo. Nolen,
Resident Engineer,
Newberg, Oregon.

PR #52

Dear Sir:-

Before we can complete the check of your final estimate in connection with the Newberg-West Dayton paving, it will be necessary that we have additional supporting data.

We are accordingly returning to you, by registered mail, the copy of the final estimate used in checking, and also your final construction profile. Your attention is called to the following items:

1. It will be necessary that you supply us with information which will enable us to check the total estimated square yards of paving, listing by station numbers all extra width pavement, giving the dimensions of the extra width used by you in your computation.

2. We fail to check your estimated quantities of metal reinforcement. Our check has been made against the standard designs, and we find that these designs do not call for the quantities shown on your estimate. If extra reinforcement was used, kindly supply us with information as to the quantities and points at which this extra material was placed.

3. We do not find, among your records, any field notes showing, the quantities of drain tile placed, and in checking your estimated quantities, against the information shown on the profile, we find that in one or two instances, the quantities on the profile are greater than those in your estimate. Please account for these descrepancies.

You will note that a slight change has been made in excavation quantities. This change is occasioned by the fact that in making the 20 yard deduction, provided for in our specifications for preparation of sub-grade, we applied this 20 cubic yards to the even 100 foot stations; that is, from ∱ 00 to ∱ 00, rather than between odd plusses. This feature will require no further check on your part.

S.Mc6 #2 2-10-22

Please check over and return at your earliest convenience, the data which we are sending to you, under separate cover.

Please do not make any erasures. If you desire to indicate corrections or changes, please do so by crossing out the original figures, rather than by erasing them.

Yours very truly,

HERBERT HUNT

State Highway Engineer.

By

Office Engineer.

SHP"HL

c.c. to W.D.Clarke

Form No. 38

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan 23, 1922, 192

Job Name Newberg-West Dayton, Week from Jan 15th to Jan 21, incl.

Mail Address Newberg, Ore.

Highway Westside Telegraph or Telephone Address " "

County Yamhill Job Prefix 36PB Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Work this week consisted of completion of estimate of quantities as to possible amount of borrow dirt in different locations, on St. Joe Bridge Fill, 36 GF, on the Westside Highway.

Began work of making up Gravel Distribution Sheet on Newberg West Dayton Section, 36PB.

Weather conditions this week not fit to continue patching operations on Newberg-Multnomah County line pavement.

NOTED
W. D. CLARKE

RECEIVED
JAN 25 1922
STATE HIGHWAY ENGINEER

(See back of this sheet for instructions and detailed information.)

Signed George McGee

Title Resident Engineer,

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....Final estimate.....

Miles paving completed .....sent in but not Gravel

Average daily sq. yds. this week .....Sheet nor support-

Miles shoulders completed both sides .....ing data.....

Contractor's average force for week .....men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....1.....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job .....36PB..... *Percentage* .45.....

Other jobs .....36DF..... *Percentage* .55.....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Asst. Engr.

January
Fourteen
1 9 2 2

The Oregon Contract Co.,
Newberg, Oregon.

PR #52

Gentlemen:

Reference is made to your inquiry by phone as to about when we can expect final payment under your contract for the paving of the Newberg-West Dayton Section.

In this connection, we have to advise that we have not yet received from the field the final data supporting the final estimate quantities, and we have no information in the office at this time as to when this data will be received. Usually about two weeks are required for the making of our final check of quantities, and you should therefore figure that about that much time will elapse between the date upon which the Resident Engineer submits his final records and the date upon which you will receive your final estimate voucher.

We would suggest that you make inquiry of our Resident Engineer, Mr. Hailes, at Newberg, as to when the final records will be ready for submission.

Yours very truly,

HERBERT HUNN,
State Highway Engineer.

By

SHP:CHE Office Engineer.

RR 3-2

January 12, 1922

Dayton Sand & Gravel Company,
Dayton, Oregon.

Attention Mr. W. S. U'Ren, Secretary.

Gentlemen:

Acknowledgement is made of the receipt of your letter of January 3rd, relative to your claim against the Oregon Contract Company for material furnished on the West Dayton-Newberg Section of the West Side Pacific Highway.

It is suggested that in the event that you are unable to secure satisfaction of your claim, that it be filed with the Fidelity & Deposit Company of Maryland, the surety on the bond, the agents for which, are Dooley & Company, Board of Trade Building, Portland, Oregon.

It is hoped, however, that before it may be necessary to take this step, that you may arrive at an agreement with the Oregon Contract Company.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

L. A. ROSSNER, MANAGER

E. DEMARAY, TREASURER
W. S. U'REN, SECRETARY

TON SAND & GRAVEL CO.

WHOLESALERS AND RETAILERS OF SAND AND GRAVEL

MUTUAL PHONE RED 76

DAYTON, OREGON, 1/3/22

RECEIVED JAN 1922 ENGINEER

State Highway Dep.,

Salem, Ore.

Gentlemen,

This is to notify you that, we The Dayton Sand & Gravel Co. have furnished material for the section of the west Side Highway between West Dayton & Newberg. Oregon Contract Co. are the contractors an this perticular section and that there is still due us from the above named contractors a sum of about $5028.00

Yours truly,

Dayton Sand & Gravel Co.,

W. U'Ren Sec.

By

Division Engineer.

VDU:GMC
CC to Gen. Mgr.

PRS2

C C for Information of Geo. McGee, Res. Eng.

January
Fourth
1922

Oregon Contract Co.,
500 Blake-McFall Bldg.,
Portland, Oregon.

Gentlemen:

With reference to the matter of the cost of changing header strips for pavement due to change in thickness of pavement from 5½" - 6½" to uniform 6". This expense will be allowed to you on a force account basis and will be approved for payment upon receipt of a bill in usual force account form, showing names and dates for the labor item. The material and transportation bills accompanying your letter have been forwarded to Mr. McGee for his O.K. and your detail for labor items should also be submitted through him.

Yours very truly,

HERBERT HUNT,
State Highway Engineer,

By

Division Engineer.

WDC:CHC
CC to Geo. McGee

January 4th,
1922

Oregon Contract Co.,
300 Blake-McFall Bldg.,
Portland, Oregon.

Gentlemen:

With reference to the matter of the cost of changing header strips for pavement due to change in thickness of pavement from 5½" - 6½" to uniform 6". This expense will be allowed to you on a force account basis and will be approved for payment upon receipt of a bill in usual force account form, showing names and dates for the labor item. The material and transportation bills accompanying your letter have been forwarded to Mr. McGee for his O.K. and your detail for labor items should also be submitted through him.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Division Engineer.

WDS:CEC
CC to Geo. McGee

January 4th,
1922

Oregon Contract Co.,
300 Blake-McFall Bldg.,
Portland, Oregon.

Gentlemen:

With reference to the matter of the cost of changing header strips for pavement due to change in thickness of pavement from 5½" - 6½" to uniform 6". This expense will be allowed to you on a force account basis and will be approved for payment upon receipt of a bill in usual force account form, showing names and dates for the labor item. The material and transportation bills accompanying your letter have been forwarded to Mr. McCoe for his O.K., and your detail for labor items should also be submitted through him.

Yours very truly,

HERBERT HUNT,
State Highway Engineer,

By

Division Engineer.

WDC:CHC
CC to Geo. McCoe

OREGON CONTRACT COMPANY

300 Blake-McFall Bldg., Portland, Oregon,
Dec. 31, 1921.

Mr. W. D. Clarke, Division Engineer,

Oregon State Highway Commission,

Salem, Oregon.

ANSWERED
W. D. CLARKE

Dear Sir:

We inclose herewith agreement sent us by Mr. McGee accepting $3. per cubic yard for subgrade gravel, duly signed.

In the matter of the extra cost to us in changing strips for pavement due to changing plans from a 6½ in. pavement in the center and 5½ in. on the sides to a unfform six in. pavement we give below the exact cost to us together with the original bills for the ½ in. strip and cartage and labor:

Inman Poulsen Lbr. Co. - 2 bills -	$68.50
Cartage Newberg Transfer Co. (Portland to job)	17.75
S. P. freight bill on second lot strips	.63
Cartage depot to job	1.00
Labor nailing strips 2 men 6 days each	42.00
	$129.88

Yours very truly,

Oregon Contract Company,

By Thos. Cheney

December 20, 1921

Fidelity & Deposit Company of Maryland,
c/i Dooly & Company,
Board of Trade Building,
Portland, Oregon.

#315

Gentlemen:

The purpose of this letter is to advise you of the intention of the Highway Commission to pay the retained percentage due the Oregon Contract Company, on contract No. 315, more definitely described as the Newberg-West Dayton Section, with the exception of 3%, at this time.

If there is any objection to this, please advise.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:IM

December
Sixteen
1921.

Oregon Contract Company,
Newberg, Oregon.

Newberg-West Dayton Paving PR #52

Gentlemen:

In reply to your inquiry by phone in regard to your voucher covering payment for force account work on the Newberg-West Dayton paving job, we have to advise that this voucher has been drawn and is now in Portland for the signatures of the State Highway Commissioners. Immediately after these signatures have been obtained, the voucher will be forwarded to you for the usual affidavit, after which immediate payment will be in order.

Yours very truly.

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

SHP:GLE

FORM 2A 1000-10-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]YSON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

36PB

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 52

Newberg, Ore.

Dec. 10th. 1921.

Mr. W. D. Clarke, Div. Engr.

Salem, Ore.

RECEIVED
DEC 13 1921
[illegible]

Dear Sir;-

Please be advised that the Oregon Contract Company have completed the force account work and shoulder construction, which completes their contract #515, Job 36PB to the point of acceptance by the Highway Department.

Very truly yours,

George McGee

Resident Engineer.

NOTED

November 26, 1921

Pacific Car Demurrage Bureau,
Southern Pacific Building,
Park & Hoyt Streets,
Portland, Oregon.

Your file 1888-10

Gentlemen:

I wish to acknowledge receipt of your letter of November 23rd, 1921, relative to your claim for demurrage against the Oregon Contract Company at Dundee.

We are advised by the Oregon Contract Company that your claim is in controversy and that they are taking the matter up with the Public Service Commission, and they make the statement: "If it is determined that the railroad company's contention is correct we shall pay the claim"

We trust that the matter may be accepted amicably.

For your information would state thatthis contract, as on all state contracts, is covered by a surety bond which will hold good for a year after the contract is completed, so your claim is amply protected.

I might state, further, that this same company has a contract for paving between West Dayton and St. Joe which will aggregate $100,000 and on which they will be engaged during the coming season.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

HAK:LM
cc. Oregon Contract Company, 300 Blake-McFall Bldg., Portland, Oregon.

CAR CONSERVATION
Gives { SURPLUS CARS, SPEED SERVICE AND ECONOMY

CAR DETENTION
Causes { CAR SHORTAGE, DELAY WASTE AND DEMURRAGE

PACIFIC CAR DEMURRAGE BUREAU

R. C. MUNHOLLAND
MANAGER

ADDRESS REPLY TO PORTLAND BRANCH OFFICE
SOUTHERN PACIFIC BUILDING
PARK AND HOYT STREETS

Portland, Ore., Nov. 23, 1921.

File 1335-10

Oregon State Highway Commission,
Salem, Oregon.

NOV 25 1921

Gentlemen:

Herewith find statement of cars, with record of handling and demurrage assessed, covering equipment released at Dundee, Oregon, during April, May and June 1921, total $440.00.

These cars were received at Dundee, with contents shown, consigned to Oregon State Highway Commission, the material being for use of Oregon Contract Company which firm was constructing state highway in that vicinity.

Our purpose in bringing this to your attention is that to this writing we have been unable to secure settlement from the Oregon Contract Company, and should we not be able to secure settlement soon, it will be necessary to look to the consignee - Oregon State Highway Commission for the charges. Hence, this advance notice that you may be protected in having knowledge of this outstanding, enabling you to with-hold the amount from any monies due the Oregon Contract Co in connection with their contract, in event it is necessary that the railroad look to you for settlement of the charges.

We are sending copy this letter to Oregon Contract Company, giving them another opportunity to settle before formally presenting the bills to the Commission for payment.

Yours truly,

R. A. Hirsch

District Manager

CC-Oregon Contract Co.,
300 Blake-McFall Bldg.,
Portland, Oregon.

CC-RCM

...GE FROM OREGON STATE ... COMMISSION.
...CTS. AT DUNDEE OREGON. CARS CONSIGNED OREGON
CONTRACT CO. FOR O.S.H.C.

Init.	Number	From	Pl'd Cons'tr.	Pl'd Act'l	Rel'd	Dem.	Pro.	Comm.
	22977							
SP	88249	Gold Hill	4/22 P.M	4/22PM	5/18/21	$88.00	112509	Cement.
	25333	" "	23 "	5/11 "	16	73.00	---10	"
	25383	" "	23 "	11 "	14	68.00	--02	"
	25475	" "	5/15 "	15 "	20	6.00	---03	"
	20836	" "	17 "	19 "	22	4.00	---04	
	53180	East Port.	18 "	18 "	21	2.00	---05	Sand
	26985	Gold Hill	19 "	19 "	23	2.00	---06	Cement
	26127	" "	22 "	22 "	26	4.00	---07	"
	25850	" "	22 "	22 "	25	2.00	---08	"
	54650	East Port	24 "	24 "	30	4.00	106919	Sand
	54196	" "	24 "	24 "	27	2.00	106920	"
	54461	" "	24 "	24 "	30	4.00	---21	"
	10635	" "	24 "	24 "	28	4.00	---22	"
	53158	" "	25 "	28 "	30	2.00	---23	"
	12815	" "	25 "	29 "	30	2.00	---24	
	23609	Gold Hill	24 "	26 "	6/1	8.00	---25	Cement
	26453	" "	24 "	26 "	4	23.00	---26	"
	90448	East Port.	26 "	26 "	1	4.00	---27	Sand
	53445	" "	26 "	30 "	3	8.00	---28	"
	53830	" "	27 "	27 "	3	6.00	---29	"
	53901	" "	27 "	6/1 "	2	4.00	---30	"
	90404	" "	27 "	1 "	3	4.00	---31	
	89148	Gold Hill	31 "	1 "	6	6.00	---33	Cement
	89299	" "	31 "	1 "	6	6.00	---34	"
	12713	East Port.	29 "	5/30 "	3	4.00	---32	Sand.
HTC	11605	Gold Hill	6/1 "	6/6 "	9	8.00	---35	Cement
SP	89139	" "	3 "	6 "	8	2.00	---36	"
	86934	" "	6 "	9 "	11	4.00	---37	"
	54370	East Port	9 "	9 "	13	2.00	---38	Sand
	24436	Gold Hill	9 "	9 "	14	4.00	---39	Cement
MC	92650	" "	10 "	10 "	20	18.00	---40	"
UP	12094	" "	10 "	10 "	17	8.00	---41	"
SP	12013	" "	11 "	12 "	17	6.00	---42	"
GH	34265	" "	13 "	13 "	29	18.00	---43	"
						$440.00		

RECEIVED
NOV 25 1921
STA

Pacific Car Demurrage Bureau
SOUTHERN PACIFIC BUILDING
PARK AND HOYT STREETS
PORTLAND, - - OREGON.

OREGON CONTRACT COMPANY

Portland, Oregon, Nov. 28, 1921.

Oregon State Highway Commission,
Salem, Oregon.
Gentlemen:

We are in receipt of a copy of a letter written you by the Pacific Car and Demurrage Company under date of Nov. 23d 1921, regarding demurrage at Dundee, Oregon.

This matter has our attention and has had it for some time. We have refused to pay this claim until it has been determined that we are liable. The railroad company contends that demurrage accrues from the time cars arrived at the station of Dundee untiil released while we contend that demurrage does not accrue until cars have been spotted.for unloading. The Southern Pacific Co. has limited facilities for spotting at Dundee and was unable to meet our requirements, being unable to spot more than two or three cars atatime. We had as many as ten cars come into Dundee at a time and unloaded within the time allowed after cars were placed on spot by the railroad company. The railroad company contends that it is the shipper's business to take into account the railroad company's facilities to place cars in making its shipments; otherwise the shipper is liable to demurrage regardless of the railroad company's inability to spot cars. Were this true it would have been necessary also for us to take into account other commercial requirements in Dundee and ship only when there was spot room or be subject to demurrage.

We are taking this matter up with the public service commission and if it is determined that the railroad company's contention is correct we shall pay the claim.

Yours very truly,
Oregon Contract Company.
By Geo. Abernethy,

RECEIVED
NOV 26 1921
STA

Oct. 31, 1921

Mr. Geo. McGee,
Resident Engineer,
Newberg, Oregon.

File 36-P3

Dear Sir:

I have recently had another letter from the Superintendent of the Southern Pacific Company regarding damage to right-of-way fences between Newberg and Dundee, alleged to have been occasioned by our re-grading work there. Mr. King states that no action has been taken toward correcting the damage. I had not understood that any damage to fences had been occasioned other than allowing a little earth to spill in beyond the fences here and there.

Please advise in regard to this and if any actual damage has been occasioned to fences, arrange to have it corrected.

Very truly yours,

Division Engineer.

WDC:ETH

Form 2103-C

2028

STANDARD
10-20-50000

SOUTHERN PACIFIC LINES

OFFICE OF
E. L. King
Superintendent

File K-301(Newberg)

Portland, October 14, 1921

Mr. W. B. Clarke, Divn. Engr.
Oregon State Highway Commission
Salem, Oregon

Dear Sir:-

Your File 36-PB, October 4, in reply to mine of September 12, relative damage to our right of way fences in vicinity of Newberg:

Am just in receipt of advice from Roadmaster that no action has been taken toward correcting the damage so far, and I would appreciate it if you would give the matter such attention as will bring about the necessary repairs.

Yours truly,

E. L. King

Superintendent

[illegible] will occur.

Very truly yours,

Division Engineer.

WDC:EMM

Oct. 4, 1921

Mr. A. T. Mercier, Supt.,
Southern Pacific Lines,
Union Station,
Portland, Oregon.

File 36-PB

Dear Sir:

Referring to yours of the 12th ult., File E-301, regarding interference with your right-of-way fences by our work near Newberg, instructions in line with your request were issued immediately upon receipt of your letter and you may be assured no further cause for complaint in this matter will occur.

Very truly yours,

Division Engineer.

WDC:[illegible]

Form 9108-C

STANDARD

096PB

SOUTHERN PACIFIC LINES

SEP 13 1921

STATE HIGHWAY ENGINEER

Office of
A. T. Mercier
Superintendent

File K- 301

Portland, September 12, 1921

Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon

Dear Sir:-

I am advised by our Roadmaster that considerable damage has resulted to our fences west of Newberg in connection with work being carried on by Highway forces under Mr. N. W. Ball. Will you kindly issue such instructions as may be necessary to see that this work is carried on without detriment to our fences.

Yours truly,

Superintendent

[redacted] 119

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Eng'neer.

D.C. by J. W. DeSouza,
EHH
Enc.

Sept. 2, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-52

Dear Sir:

Herewith we are sending you six copies of estimate to be substituted for the present project agreement estimate on the Newberg-West Dayton Section, Oregon Federal Aid Project No. 52, and four certified copies of quotation from the contractor on seven-inch (7") concrete pavement using Columbia River sand.

We are also enclosing five copies of voucher, the preparation of which has been based upon the revised estimate herewith submitted. This voucher is in the amount of $76,000.09.

119

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Eng'neer.

D.C. by J. W. DeSouza,
ETH
Enc.

Oregon State Highway Department — Federal Aid Project No. 52

Roseburg - West Dayton Section of the West Side Highway in Yamhill County.

(Estimate to be substituted for present project agreement Estimate. Based on Contract Prices)

5.805 miles of Paving. — Salem, Oregon, September 2, 1921.

1,000 cu yds	Excavation		@ 1.25	$ 1,250.00
10,000 sta yds	Overhaul		.02	200.00
600 lin ft	6" Porous Drain Tile		.30	180.00
44,000 sq yds	6" Concrete Pavement	(Sandy River Sand)	2.85	124,320.00
10,300 "	" " "	(" " ")	3.30	35,640.00
16,200 lin ft	Expansion Joints		.13	2,106.00
5,000 lbs	Bar Reinforcement		.10	500.00
60,600 lin ft	Shoulder Construction		.04	3,636.00
250 cu yds	Shoulder Drains		4.00	1,000.00
3,170 "	Gravel for Shoulders		3.00	9,510.00
All Required	Excavation outside of Shoulders	Extra Work		2,000.00
			Sub-total	$178,552.00
			10% Engr. & Cont.	17,856.20
			Total	$196,418.20

Cost per mile	$ 33,836.05
State Funds Available	105,019.20
Federal Aid Requested	91,399.00
	$196,418.20

Federal pro rata share 46.53%

Federal Aid Recommended $ _____

Portland, Ore.
6-29-'21

We, the Oregon Contract Company, hereby agree with the Oregon State Highway Commission, to lay seven inch (7") concrete pavement on such remaining portions of our Contract No. 315, as the Engineer may direct, at the unit price of $3.30 per sq. yd., using Columbia River concrete sand.

(Signed) Ore. Contract Co.
Ore. Contra t Co.

by. E. J. Arens
(Sec.)

I hereby certify this to be a true copy of special price for the Construction of 7" Concrete Pavement, using Sandy River sand, (Col. River) on the Newberg - West Dayton Section, Oregon Federal Aid Project No. 58.

Office Engineer.

August 31, 1921

The Chas. K. Spaulding Logging Co.,

Newberg, Oregon.

PR #52

Attention; Mr. C. A. Hauser.

Dear Sir;-

This will advise you in reply to your letter of August 30th that it will probably be from sixty to ninety days before final settlement is made with the Oregon Contract Company in connection with their work between Newberg and West Dayton.

For your information, however, we might state that this company has already been paid in connection with this work referred to, $76,567.12, and a voucher is now going through upon which they should receive payment within the next ten days for an additional amount of $40,544.96.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ETH

...ge.Engr.

R. R. Mills, Secy

Chas. K. Spaulding Logging Co.

Manufacturers

Oregon Fir and Hemlock Lumber

Building Material, Boxes and Mill Work

H. C. Spaulding, Local Mgr.
C. A. Homer, Sales Mgr.

Newberg, Oregon. Aug. 30, 1921.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

We have furnished the Oregon Contract Company on their road work between Newberg and West Dayton, approximately $55.00 worth of material. We will appreciate very much if you will kindly let us know when settlement is made with them for their contract.

CHAS. K. SPAULDING LOGGING CO.,

Per C. A. Homer

CAH/EF

ANSWERED
S. H. D.

RECEIVED
AUG 31 1921
STATE HIGHWAY ENGINEER

Voucher Now going
through 40,544.96
76,567.12
Aug 15th

Asst. Engr.

Aug. 4, 1921

Mr. Geo. McGee,
Resident Engineer,
Newberg, Ore.

File: PR #52

Dear Sir:

Reference is made to your request by phone to Mr. Glaisyer for information as to the connection between the Newberg - West Dayton Section and the West Dayton - McMinnville Section.

We are sending you herewith a sketch showing this section as indicated upon our detail map for the West Dayton - McMinnville Section. We do not wish you to understand from this, however, that the 20° curve shown on this sketch has been definitely decided upon, and we believe that before the degree of this curve is determined a study be given to the conditions involved at this point. It is our opinion that a curve of longer radius should be used if it is possible to obtain the necessary right-of-way.

We suggest that you take this matter up further with Division Engineer Clarke. You might also ascertain from Yamhill County Court whether or not any right-of-way has been required at this point.

Very truly yours,

HERBERT [redacted],
State Highway Engineer.

By

Office Engineer.

SHP:ETH

Enc.

Res. Engr.

Copy for State Highway Department
OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO.
E-1.

June 22, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT
PORTLAND, OREGON.

(Thru Dr. L. I. Hewes, Gen. Inspector, 216 Mills Building, San Francisco, Calif)

project No. has been executed. Enclosed
Oregon 52
herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By
Assistant in Road Management.

Enclosures.

le.-En

Res. Engr.

Form P. R. I. 2

State Oregon

Project No. 82

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1920

Ross.Engr.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State from sale of Bonds authorized by legislature under
By act of the Legislature of (date
Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920.
and citation), appropriating dollars.

*(b) By the Count..... of .....
By tax levy or bond issue authorized by act of ..... (date and citation).

*(c) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 14+04 a point at the city limits of Newberg and survey station 320+58.1 being a point about one-fourth of a mile north of west Dayton Station.

terminal points, a distance of 5.805 miles, known locally as West Side Highway between Newberg and West Dayton, Yamhill County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

Res. Engr.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that the bridge to be used in place between survey stations 16+46 and 19+08, shall be subject to inspection and approval by the Secretary or his authorized agents, and that if in the judgment of the Secretary or his authorized agents such structure requires repair or reconstruction, it will be repaired or reconstructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval by the Secretary or said agents, and without Federal aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of ninety-one thousand, three hundred ninety-nine and 00/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of one hundred eighty-two, seven hundred ninety-eight and 00/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

Res. Engr.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

.....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county.) (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

.....the State Treasurer, Salem, Oregon.....
(Official or depository

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .....State..... of
(State or county.)

.....Oregon.....
(Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ..... (Include reference to statute making

..... appropriation and probable amount annually available.)

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 16th day of May, 1921

State Highway Commission of Oregon
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.] By .....
Member, State Highway Commission.
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.] .....
Acting Secretary of Agriculture.

Res. Engr.

Form No. FR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 14+04 a point at the city limits of Newberg and survey station 320+58.1 being a point about one-fourth of a mile north of west Dayton Station locally known as West Side Highway between Newberg and West Dayton, Yamhill County, and designated in the records of this Department as Project No. 52, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $ 182,798.00 as the total estimated cost of said project, and the sum of $ 91,399.00 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 16th day of May one thousand nine hundred and twenty-one, as witness my hand and the seal of the Department of Agriculture.

E. W. Ball
Acting *Secretary of Agriculture.*

Res. Engr.

RP 1-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST-OFFICE BUILDING
PORTLAND, OREGON

May 26, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Herewith are triplicate copies of proposed agreement to cover Oregon Federal Aid project No. 52 for the signature of the Highway Commission. You will observe that these copies have already been signed by the Secretary of Agriculture. After they are signed by the State Highway Commission they should be returned to this office according to your usual custom.

Yours very truly,

C J McKesson
Acting District Engineer.

Executed Agreements returned May 31. 1921.

Ross.Engr.

VOTED
H.N.

May 25, 1921
File:

Mr. Geo. McCue,
Resident Engineer,
Newberg, Oregon.

Dear Sir:

I am in receipt of a letter from Mr. Eriksson, in which he mentions the matter of compacting subgrade underneath the headers before such headers are placed, and states that the Newberg-Dayton Section is one of the several places where he has found a tendency to place the forms for pavement before the subgrade is properly brought up to grade and compacted. In closing, he says:

"We know you will agree with us that the subgrade must be firmly compacted at least two feet outside the pavement and we would urge that you caution your field engineers at once to exercise greatest care to see that the subgrade is always well rolled and solid for at least two feet outside the forms.

There is a tendency on some of the concrete paving jobs to set forms too far in advance. This matter might be definitely regulated to an advantage."

Please give this matter your particular attention as it is certainly an important one with any kind of pavement, and especially so with concrete.

Very truly yours,

Division Engineer.

WTG:E

Res.Engr.

6 6 6 6

PRN

May 7, 1921

Mr. Geo. McGee,
Resident Engineer,
Newberg, Oregon.

ANSWERED

Dear Sir:

I have yours of the 6th instant, referring among other things to the proposed use of different mixtures on the Newberg-West Dayton Section and additional compensation asked by the contractors.

I have made an engagement with Mr. McKesson to meet him at West Dayton upon the arrival of the train from Portland, due there at 2:35 Monday afternoon, May 9th; this at his request. I presume he has this same subject in mind, among others, and think it would be well for you to arrange to be there at the same time. I shall be on my way to Portland and we can go over the work from Dayton toward Newberg.

Very truly yours,

Division Engineer.

WDC:ME

Res. Engr.

FORM 4 5M-9-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

REFERRED TO
C C Clarke
BY H. N.

HERBERT NUNN
STATE HIGHWAY ENGINEER

36 PB

RR 5/2

OREGON STATE HIGHWAY COMMISSION

SALEM

Newberg, Ore.

May 6, 1921.

ANSWERED
W. D. CLARKE

Mr. W. D. Clarke, Div. Engr.

Salem, Ore.

Dear Sir:-

Referring to your letter of the 4 th. inst. regarding dragging of section West Dayton to St. Joseph, I have had a man keeping this in shape every day since Mr. Palmer, the contractor finished his work of graveling. He had a man with small grader on it for about a week after finishing work. I keep him on using Mr, Palmers grader, and will continue as long as the weather will warrant. I will see that the crown is kept within the required limits.

Regarding the ties for the limits of Newberg, Dundee and Lafayette, we are now working to get this information.

Our subgrade is in such condition that the contractors have at last decided to wait until the weather dries up and makes it possible to get materials over it economically.

Mr, Hall, Mr, McKesson and Mr, Munn were here Wednesday. I am planning to put down the sections of different mixtures Dayton sand and Columbia River sand. The contractors want 10¢ per sq. yd. additional to $2.83 to lay it, they to pay for extra cement, (about 65 sacks at $1.00) we to pay $1 per cu. yd. for about 70 yds. Col, River sand it will be necessary to move to put sections in as this sand is placed for over half mile from mixer. This would mean about $133 cost to State for the 1280 sq. yds. of pavement proposed. If this is satisfactroy I will accept it as it seems to be the best they will agreed to do.

Very truly yours, George McLee
Res. Engr.

May 4, 1921

File

Mr. Geo. McGee,
Roseburg, Oregon.

Dear Sir:

Please make arrangements to have the dragging of the section from West Dayton to St. Joe, which has been done at rather infrequent intervals, carried on regularly. I think one team could be kept busy to advantage most of the time for a while, as long as the rainy weather continues at least.

Care should be taken to keep the road in as good grade and contour as possible so that it may be necessary to disturb it as little as possible when preparing for paving, which will probably be undertaken this year.

Special attention should be given to avoid an excessivle crown - 4 inches in 16 feet will be sufficient, I think.

Very truly yours,

Division Engineer.

WDC:ME

May 3, 1921
File

Mr. George McGee,
Resident Engineer,
Newberg, Oregon.

Dear Sir:

Referring to yours of April 27th, regarding reinforcing steel for additional section of the Newberg-West Dayton paving, noted in your letter as item "C";

It occurs to me that if subgrade conditions are such as to require additional reinforcing, it might perhaps be better to leave out such section temporarily, planning to lay it at the time the gap at the bridge is laid rather than attempt to lay it now, even if reinforced; this especially if the poor subgrade conditions are in a sense temporary and would not necessarily continue after the ground has once dried out. If there is a springy or boggy condition, measures should be taken to improve it by digging out and replacing by gravel or by installing drain tile and blind drains, or both.

If, however, you feel that even with such precautions, reinforcement is necessary, the order will be approved.

Very truly yours,

Division Engineer.

WDC:MS

FORM 4 311-3-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

PR 5-2

Newberg, Ore.

April 27, 1921.

Mr. C. W. Wanzer, Div. Engr.

1303 Yeon Bldg.

Portland, Ore.

ANSWERED
W. D. CLARKE

Dear Sir:-

Regarding extra reinforcing steel for concrete pavement west of the pile trestle bridge at Newberg, I have given the Ore. Contract Co. instructions to order extra steel as follows;

(A) Sta. 29+19.3	to 24+68.3	(30 pcs. 29.5' / 90 " 15.5')	Total ft. 2280, Wt. 1961#
(B) Sta. 29+50	to 33+00	(24 pcs. 29.5' / 84 " 15.5')	Total ft. 2010, Wt, 1729#

(A) for double reinforcing in "two strip" section.

(B) for reinforcing calculated and recommended by Mr. Mitchell, former Res. Engr. this section but not included in his chart.

Since the recent rains the subgrade farther west has become very soft to lay concrete and in addition to what gravel we may have to put into it, in order to get materials in, I would recommend that extra reinforcing be allowed as follows:

(C) Sta. 38+40	to 42+00 (11 slabs)	38 pcs. 29.5'	
" 42+80	to 45+20 (8 ")	133 " 15.5'	Tot, ft. 3183, Wt. 2736#

Will await your reply before ordering item (C)

Very truly yours,

George W. Lee

Res. Engr.

W D Clarke
R. of W
Chief

NOTED
W. D. CLARKE

OREGON STATE HIGHWAY COMMISSION

April 16, 1921
36P3

Mr. George McGee,
Resident Engineer,
Newberg, Oregon.

Dear Sir:

Referring to your letter of the 11th instant, addressed to Mr. Munn and referred to me as Division Engineer to be in charge in the near future of the district which includes your job:

The matter of costkeeping on various pieces of construction work is not fully determined, but in all probability such costs will not be kept on more than one job of the same type in a division.

Inasmuch as the Oregon City-Multnomah County Line work is a concrete paving job, already under way and costkeeping thereon provided for, it is probable that no such records will be kept on your work. I can perhaps advise you more positively in the near future and, in the meantime, you need do nothing further in regard to it.

Very truly yours,

HERBERT MUNN
State Highway Engineer

By

Division Engineer.

VDC:LE

...N STATE HIGHWAY COMMISSION

REFERRED TO
BY H. N.

ANSWERED
W. D. CLARKE

Newberg, Ore.
P.O.Box 221,
April 11, 1921

RECEIVED
APR 18 1921
HIGHWAY ENGINEER

Mr. Herbert Nunn, State Highway Engr.
Salem, Ore.

Dear Sir:-

It being the intention to put a cost accountman on the concrete pavement job (36PB) Newberg to West Dayton, Yamhill County, I would appreciate it very much if you would outline the system you desire me to follow, showing the details to which you wish the costs kept, together with the necessary blanks, forms and instructions to carry on this work in the field. W.B.Clemmens, who worked with the Department last year as rodman, lives in this city and I believe is entirely capable of keeping these costs. So far as I know now I will use him on this work.

I would suggest that you notify the Oregon Contracting Company (Arenz Bros. 300 Blake-McFall Bldg, Portland, Ore) Contractors on this job that such costs are to be kept and that it will be necessary for us to have access to their invoices of materials and supplies as well as to labor costs, etc. They seem to question whether or not they shall turn this information over to the State and before any thing can be done this matter will have to be settled. Their offices will be maintained in Portland, I understand.

Very truly yours,
George McGee
Resident Engr.

Copy to C.W.Wanzer,
Div.Engr.

REFERRED TO R a L BY H. N.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

April 12, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

PRS

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We have today forwarded to the Chief of Bureau, with our recommendation for approval as of March 12, 1921, plans, specifications and estimate for Oregon Federal Aid project No. 52.

You are hereby authorized to claim payment for all work done on this project subsequent to the date of recommendation: Provided, however, that such authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer, and also that no payment on such work done prior to execution of the project agreement will be made until, and unless, the agreement is finally executed.

Yours very truly,

District Engineer.

Newberg - West Dayton

RECEIVED
APR 13 1921
STATE HIGHWAY ENGINEER

MAIN OFFICE, PORTLAND, OREGON.
PLANT, GOLD HILL, OREGON.

P R
3-7

PORTLAND, OREGON
April 12, 1921.

REFERRED TO
O. U. Klein
BY H. N.

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

We have been figuring with the Oregon Contract Co. to supply them with the balance of the cement which they will require on the Newberg-Dundee Highway paving, in excess of that cement which we are now supplying on our contract with the State Highway Commission direct. Mr. Arens desires to pay for this cement as he receives his money from the State Highway Commission, but makes this suggestion which, if it meets with your approval, will be a satisfactory method of handling this matter. He suggests that invoices be rendered, covering each carload of cement, and transmitted to the Highway Commission for payment within the discount period; the Highway Commission to retain the discount, and charge the gross cost of cement to the account of the Oregon Contract Co. on their contract.

Will you please give this matter your consideration and advise us as to your recommendation at your early convenience?

Yours very truly,

BEAVER PORTLAND CEMENT CO.

H. D. Carter
Sales Manager.

HDC-HT

RECEIVED
APR 13 1921
STATE HIGHWAY ENG'R

PR
5-1

April 12th, 1921

Subject: Sand for Newberg-East Dayton section

Mr. O. W. [illegible], Division Engineer,
1508 Yeon Building,
Portland, Oregon.

Dear Sir:

It has been definitely decided that the Oregon Contract Co. will be required to use Sandy River sand in accordance with the alternate in their bid covering that material, provided, of course, that this sand at all times passes our specifications.

This arrangement has been sanctioned by the U. S. Bureau of Public Roads, owing to the impossibility at this time of obtaining a suitable local sand without hindering the progress of the work.

Respectfully yours,

KENNETT BURR

State Highway Engineer
By

Kenneth S. Hall
Testing Engineer

KSH/KHB

cc Office
Bureau of Public Roads
Oregon Contract Co.

April 11, 1921

Oregon Contract Company
300 Blake-McFall Building
Portland, Oregon

Gentlemen:

Receipt is acknowledged of assignment of payments due you on Contract No. 315, which is the Newberg-West Dayton Section of the West Side Highway, to the United States National Bank.

We will be pleased to place this assignment on file, provided the approval of the surety company, who are furnishing the bond, is attached. Original assignment is returned for that purpose.

Very truly yours,

RAK:GS Secretary.

Rec'd OK and attached to contract
RAK

D. W. EYRE, Vice President

E. W. HAZARD, Cashier.
T. M. HICKS, Asst. Cashier.

UNITED STATES NATIONAL BANK

OF SALEM, OREGON.

April 6, 1921

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed herein we hand you an assignment from the Oregon Cont. Company to the United States National Bank, Salem, Oregon, which we would be pleased to have you place on file.

Yours very truly,

F. S. Lamport

Vice President.

FSL#H
Enc.

Geo McGee reported as Res. Engr on the 8th

Signed J. R. Matchett

Title Res Engr

(See back of this sheet for instructions and detailed information.)

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job Name Nerberg-W. Dayton

Highway West Side

County Yamhill Job Prefix 36PB

Date April 9th, 1921

Week from Apr 2nd to 9th

Mail Address Nerberg

Telegraph or Telephone Address Nerberg

Express and Freight Address Nerberg

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Ore Con Co have been active on contract since April 1st concentrating equipment, material etc, also scarifying, rolling, preparing and finishing sub grade and setting ribbons

Party retracing alignment and setting grade stakes

Geo McGee reported as Res. Engr on the 8th

(See back of this sheet for instructions and detailed information.)

Signed J. B. Matchett

Title Res Engr

Form 7

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ..... 5.9 .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... 5 .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party ..... 3 .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 36 PB ..... *Percentage* ..... 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form 7

INMAN-POULSEN LUMBER CO.

COLLECTION OFFICE
Rooms 417-418 Lumbermens Building
Fifth and Stark Streets

Telephone Broadway 689

TERMS
PURCHASES FOR THE MONTH ARE PAYABLE BY THE 10TH OF THE FOLLOWING MONTH
NO DISCOUNT ALLOWED

MILL OFFICE
FOOT OF EAST SHERMAN STREET
PHONES
EAST 2000 223-53

PR 57

Sold to Oregon Contract Co.,
300 Blake McFall Bldg.,
City.

Portland, Oregon, Apr 7/21.

No. 363

J. K. & A. 6-17-20-2000

"	8000	L	1/3(1/2/21)	AS4S Com	"	2000	30 00 $ 60 00

No Ctg

MAY 3 1921
H. W. HALL A.M.

Received Payment.

NEWBERG, OREGON, _____ 191__

M _____

IN ACCOUNT WITH

NEWBERG TRANSFER COMPANY

PIANO AND FURNITURE MOVING

OFFICE
SHERMAN STREET
ONES

573

WHITSON, THE PRINTER, NEWBERG, OREGON

Portland

Cartage to Estrip

Estimate

INMAN-POULSEN LUMBER CO.

TERMS
PURCHASES FOR THE MONTH ARE PAYABLE BY THE 10TH OF THE FOLLOWING MONTH
NO DISCOUNT ALLOWED

COLLECTION OFFICE
Rooms 417-418 Lumbermens Building
Fifth and Stark Streets

Telephone Broadway 689

MILL OFFICE
FOOT OF EAST SHERMAN STREET
PHONES
EAST 3[illegible] 3[illegible]-[illegible]

Portland, Oregon, Apr 11/21.

Sold to Oregon Contract Co.,
300 Blake-McFall Bldg.,
City.

NO DISCOUNT ALLOWED No. 573

J. K. & A. 9-17-[illegible]

Newberg, Or.

1000 L	1/3(1/2/2½)	AS4S Com	250	30 00	7 50
		Cartage		1 00	1 00
					$8 50

MAY 3 1921
N. W. HALL, AGT.

State Highway Engineer.

HW:LM

Form 747

FREIGHT BILL

Standard
10-20-125,000

Consignee Oregon Central R. R. Co. Station Albany Apr 12 1921

Destination _____ Route _____ Freight Bill No. 844

(POINT OF ORIGIN TO DESTINATION)

To **Southern Pacific Company,** *Dr., for Charges on Articles Transported:*

WAYBILLED FROM	WAYBILL DATE AND NO.	FULL NAME OF SHIPPER	CAR INITIALS AND NO.
Portland	4-11-21 - 1446.	Inman Poulsen	PFE. 5181
POINT AND DATE OF SHIPMENT	**CONNECTING LINE REFERENCE**	**PREVIOUS WAYBILL REFERENCES**	**ORIGINAL CAR, INITIALS AND NO.**

NUMBER OF PACKAGES, ARTICLES AND MARKS	WEIGHT	RATE	FREIGHT	ADVANCES	TOTAL
Sand	53	12	6.36		
					61
				1.39	02
				Total	63
				Prepaid	
				To Collect	

Make Checks Payable to the Company

LOCATION

Warehouse	Post or Section

Received payment for the Company _____ 192__

_____ Agent

Per _____ Cashier or Collector

SUBJECT TO STORAGE OR DEMURRAGE CHARGES IN ACCORDANCE WITH PUBLISHED TARIFFS

The Company aims to serve the public pleasantly and well. Officers and Employes are working together in this, and the failure of one is a reflection upon all. Our customers will render a service by calling attention to delinquency. Address Inspector of Transportation, Southern Pacific Service, No. 65 Market St., San Francisco, California.

This Freight Bill should accompany Claim for Overcharge, Loss or Damage

Our specifications do not call for [illegible] but specify a Sandy River sand, which means a sand taken either from the Sandy River or from the bar at the mouth of the Sandy River, and contemplates the use of only a coarse, well graded sand such as was used in our Multnomah County pavements.

As I remember, our tests in Multnomah County, the sand was not of a high average except that it was particularly well graded, sharp and clean. I have discussed this matter with Mr. McKesson of your Department, fully, and believe that either the sand we have specified or a mixture as suggested by you, will be satisfactory.

Very truly yours,

State Highway Engineer.

HH:LM

March 25, 1921

P. R. 52

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

I note from your letter of March 15th that you have been making a study of the material supplies for the Newberg-West Dayton job, Oregon Federal Aid Project No. 52.

Our Department has made some very satisfactory tests in using a mix of Newberg and West Dayton sands with screenings and have no objection whatever to the use of this material provided that enough screenings can be obtained to keep the paving plants going.

Our specifications do not call for Columbia River sand but specify a Sandy River sand, which means a sand taken either from the Sandy River or from the bar at the mouth of the Sandy River, and contemplates the use of only a coarse, well graded sand such as was used in our Multnomah County pavements.

As I remember, our tests in Multnomah County, the sand was not of a high average except that it was particularly well graded, sharp and clean. I have discussed this matter with Mr. McKesson of your Department, fully, and believe that either the sand we have specified or a mixture as suggested by you, will be satisfactory.

Very truly yours,

State Highway Engineer.

HM:LM

OREGON CONTRACT COMPANY.

Tillamook, Oregon.
Portland, Mar. 22, 1921.

Oregon State Highway Commssion,

Salem, Oregon.

Gentlemen:

Under our contract for the paving of the Newberg-West Dayton Section of the West Side Highway the contractor is to be furnished with 7000 barrels of cement. We will be in a position to use cement for paving about April 10th and will kindly ask you to furnish one car cement every other day F. O. B. Newberg, beginning on the above date.

Respectfully yours,

OREGON CONTRACT COMPANY,

By Theo. Lorenz.

RECEIVED
MAR 24 1921

March 17, 1923

Mr. C. C. Fraser, Division Engineer
219 U.S.Grant Bldg.,
Portland,
Oregon

Dear Sir:-

I have just had a conversation with the Arata Bros. of the Oregon Contract Company, contractors on the Roseburg-West Dayton paving job, and was informed by them that they have already ordered a carload of Sandy River sand for their work. This lot will comprise approximately 400 cubic yards.

In view of the uncertainty which still exists as to what sand will ultimately be used, and the desire of the State not to embarrass or hold up the contractor it has been agreed that the contractor be allowed to use this one shipment of sand at his bid price for Sandy River sand but no more, until an agreement as to material has been reached between this office and the Bureau of Public Roads.

Respectfully yours,

HERBERT VAN

State Highway Engineer
By

Kenneth G. Hall
Testing Engineer

cc Office
Bureau of Public Roads
Oregon Contract Co.

March 14, 1921

Mr. C. W. Wenner, Division Engineer
219 N. W. Bank Bldg.,
Portland,
Oregon

Dear Sir:-

Referring to your letter of the 15th instant regarding the use of Sandy River instead of Dayton sand on the Newberg-West Dayton job will say that this office has just received a communication from the U. S. Bureau of Public Roads regarding this matter. They are not willing to use the Columbia River sand in preference to the Dayton until they have looked further into the relative qualities of the two materials.

I looked over the local materials with Mr. McPherson Monday. He seems far from convinced that we will get a better job by using Sandy River sand than by using a blended sand from Dayton. Therefore under these circumstances I would think it well to hold the matter of the selection of the sand in abeyance for a few days until an agreement can be reached between the Bureau of Public Roads and this office.

Respectfully yours,

[redacted]

State Highway Engineer
by

Kenneth S. Hall
Testing Engineer

cc Office
Oregon Contract Co.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

ANSWERED

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

March 15, 1921.

MAR 18 1921

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We have been making some study of the material supplies for the Newberg-West Dayton job, Oregon Federal Aid project #52.

While the sand from the Newberg and the West Dayton plants seems to be rather poorly graded in its natural state, it appears that this sand, brought to a satisfactory grading by the addition of screenings, may produce results far superior to those to be expected from the Columbia River sand. We are obtaining additional samples of material from both of these sources and desire to conduct some further experiments before a decision is made as to the material to be used on the work. We would therefore be pleased to have you defer action in the matter of the final decision until we have had a little time to go into this matter further.

We note that the Columbia River sand has been tested for Oregon Federal Aid project No. 50 and fails to meet specifications as to tensile and compressive strength ratios. This defect is more or less characteristic of Columbia River sand. We feel that the specification requirements as to strength ratio are fully as important as the requirements regarding grading of the sand, and we believe that every effort must be made to secure a sand which will show high strength.

Yours very truly,

O. M. Russell
District Engineer.

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
COMMISSION

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF
S. BENSON, CHAIRMAN
PORTLAND

MARCH 15, 1921.

OREGON CONTRACT CO.,
BLAKE MC FALL BLDG.,
CITY.

Gentlemen:-

Your favor of the 15th inst. this date, in regard to the Willamette River Sand obtained at Dayton, Oregon, stating that the same had been pronounced by our Mr. Hall as unsatisfactory for use in the pavement on the Newberg - West Dayton Section of the West Side Highway for which you have the paving contract, unless certain equipment is installed to crush the pea gravel to bring the natural sand up to our standard, as called for in the specifications, received.

I note that you say you are making arrangements to use the Sandy River sand instead. This has my approval, and all the concrete pavement laid using the Sandy River sand will be paid for at the unit price bid and incorporated in your contract, based on the said Sandy River sand, -- it being understood, of course, that this sand also will have to meet our standard requirements.

Your letter and a copy of this letter is being mailed today to Mr. Herbert Nunn, State Highway Engineer, at Salem, and unless you hear to the contrary from him, it will be understood that nothing but Sandy River sand, meeting our requirements, will be used on this work, and you will be paid $2.83 per cu. yd.

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSION
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF
S. BENSON, CHAIRMAN
PORTLAND

of pavement instead of $2.69 per sq. yd, which would have been the price if the Dayton sand were used.

An early start must be made on this work in order to complete the same within the time limit set, and I hope that there will be active operations to be seen next Monday, as you stated today would be the case, and that you will rush the work to an early completion.

Yours very truly,

STATE [redacted]

PROJECT NO. [redacted]
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) March 6, 1923

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of [redacted], pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission
constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of Chapter 31, Laws of 1923.
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said

Rules and Regulations. After construction of the said road it will be properly maintained by
State Highway Commission assumes responsibility for maintenance.

1. Local name of road Newberg - West Dayton.
2. Located between Newberg and West Dayton, County of Yamhill
3. Points of beginning and ending From the end of the pavement at Newberg to the junction of the Lafayette and Dayton Roads, near West Dayton Station.
4. Length in miles (gross) 5.9 (net) 5.9

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4256

5. Miles of project used as post route 5.0; miles not used as post route 9.0

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

Thickly settled farm and orchard land community. Part of main west side traveled highway through the Willamette Valley.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each Yerberg.

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Is an important portion of the West side Highway

11. Improved roads adjacent or contiguous and type of each Connects with pavement at Yerberg and with a macadamized highway at West Dayton.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 20, (*b*) passenger motor vehicles 400, and (*c*) horse-drawn vehicles 10

13. Local traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 700, and (*c*) horse-drawn vehicles 20

14. Description and present condition of traveled way Graveled road, construction of alignment and grade revisions completed during 1919 and 1920, and new gravel placed in 1920.

15. Proposed width of surfacing 16; feet between ditches 20; approximate maximum gradient 6 per cent.

16. Proposed type of construction 6" Concrete Pavement, 16' wide, 8-ft rock shoulders.

17. Location, nature, and extent of deposits of local materials suitable for use on this project Satisfactory sand and gravel can be secured at the Dayton end of this project.
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State
(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $38,575.00 and any additional amounts required. Sale of bonds authorized.
(Amount.) (Source; refer to statute.)
(b) County None
(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project

Oregon State standard forms of contract and contractor's bond.

25. Reconnaissance estimate of cost of project:

Made by _____ Date _____, 19____

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
1,000	Cu. yds.	Excavation, —% rock	1	25	1,250	00
	Sq. yds.	Surfacing of				
10,000	Sta Yds	Overhaul		02	200	00
600	lin ft	6-inch Porous Drain Tile		20	120	00
56,000	sq yds	Concrete Pavement	2	60	120,660	00
16,650	lin ft	Expansion Joints		13	2,164	50
5,000	lbs	Bar Reinforcement		10	500	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
62,700	lin ft	Shoulder Construction		06	3,750	00
250	cu yds	Shoulder Drains	4	00	1,000	00
2,650	"	Gravel for shoulders	3	00	8,500	00

Length, 5.9 miles.

Cost, $ 21,365.76 per mile.

Subtotal 126,234 50

10% Engineering and Contingencies 16,853 45

Total 165,087 95

This estimate approved by:

S A Robert

$32,523.97 (Title) Office Engineer

26. Amount of Federal aid desired _____

(State in lump sum or percentage, but not both.)

3—4156

27. Payment desired on completion or as work progresses as work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

Treasurer of the State of Oregon, Salem, Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission,
(Official title of Highway Department.)

By

Chairman
(Title of officer.)

By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

8—4256

WILLAMETTE
RIVER

IMPROVEMENT
RIVER
NEWBURG-WEST DAYTON

Feb. 24, 1923.

Mr. J. R. Mitchell,
Resident Engineer,
Newberg, Oregon.

File FR-98

Dear Sir:

It has been decided to make the Newberg - West Dayton paving a Post Road Project, and in order to do this it will be necessary for us to submit a complete detailed alignment and profile of the section to the Bureau of Public Roads.

Under separate cover we are sending you a detailed map which we have in our file, but in several places the final adopted alignment is not indicated. We would be very pleased to have you check this over and return to us showing the alignment upon which the section was finally constructed. We believe that the original copy of this construction profile was sent you a few days back. Kindly check this over to see that it contains full information, and return to us as soon as you can spare it.

In order that we may go ahead with the necessary procedure on Post Road Projects, we would request that you give this your early attention and return the data to us as soon as possible. If the construction profile is necessary to you on this work, we would suggest that a copy be prepared as we will probably have to use it for several weeks when it reaches this office.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dict. by J. W. DeSouza,
MF

OREGON STATE HIGHWAY COMMISSION

SALEM

Feb. 23, 1928.

Mr. G. W. Wemer,
220 N. W. Bank Bldg.
Portland, Oregon.

File 28-52

Dear Sir:

The Federal Government has agreed to co-operate on the Newberg-West Salem paving and it has been decided to make this section a Federal Aid Project.

We are enclosing herewith a copy of our Project Statement and would request that you supply the necessary information in the same manner as for the Salem-Yamhill Section. We would request that you give these matters your early attention in order that these Project Statements may be submitted to the Portland Office of the Bureau of Public Roads with as little delay as possible.

Very truly yours,

HERBERT NOEL,
State Highway Engineer,

By

Office Engineer.

Dict. by J. W. Bohem.

HN

Enc.

FORM 4 5M-7-30

S. BENSON, PORTLAND, CHAIRMAN
E. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

February 3, 1921

Copy

Oregon Contract Co.,
Blake-McFall Bldg.,
Portland,
Oregon

36AD

REFERRED TO
Forbert
BY H. N.

Gentlemen:-

My 28-day tests on the concrete sand and gravel furnished by the Dayton Sand & Gravel Co. confirm my earlier opinion that the material will be suitable for use on your Newberg-West Dayton concrete paving job provided the gravel company crushes the pea gravel sizes of their material and furnishes it to you as a separate material from their natural sand. These $\frac{1}{4}$ inch crushed screenings are to be used in equal quanities with the natural sand in your concrete mixtures.

Respectfully yours,

HERBERT NUNN
State Highway Engineer
by
Kenneth S. Hall
Kenneth S. Hall
Testing Engineer

KSH:RLK

cc Office ✓
C.W.Wanzer
J.R.Mitchell

FORM 4 SM-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

36AD

February 1, 1921

Subject; Dayton Sand.

Mr. Herbert Nunn,
State Highway Engineer,
Office.

REFERRED TO
Probert
BY H. N.

Dear Sir:-

Regarding the sand for the Newberg-West Dayton concrete pavement I will say that the natural sand furnished by the Dayton Sand & Gravel Co. will be acceptable if used with equal amounts of ½-inch crushed screenings.

While the natural sand alone gives a good strength test both in tension and in compression the grading is poor and not suited for pavement work. The gravel also is rather poorly graded, containing an excessive quanity of pea gravel but by crushing this small gravel and adding it in equal proportions to the natural sand a very well graded aggregate can be obtained.

The matter of crushing and regrading the material has been taken up with the Dayton Sand & Gravel Co. and they have consented to comply with arrangements outlined above.

The reports of the laboratory tests show that the regraded product will be preferable to the natural material from the river. Reports No's 3588 and 3593 are on the regraded and No's 3591 and 3602 on the natural material. Tests on abrasive resistance of the two mortars are strongly in favor of the use of crushed screenings with the sand.

Respectfully yours,

Kenneth S. Hall
Testing Engineer.

KSH

cc C.W.Wanser
J.R.Mitchell

Jan. 11, 1921.

Mr. C. W. Wanzer,
Division Engineer,
219 N. W. Bank Bldg.,
Portland, Oregon.

File 36-AD

Dear Sir:

Mr. Nunn has expressed a desire to have the concrete pavement for the Newberg-West Dayton Section laid to a uniform thickness of 6" instead of with a 6½" thickness in the center and a 5½" thickness at the edges.

Please take this matter up with the contractors and arrange to have the pavement constructed accordingly.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SFP:RT

Jan. 1st, 1921

Dec. 27th, 1920 Jan. 1st, 1921

Hillsboro, Ore.

Multnomah County Line to Beaverton

Canyon Road

Washington 34AD

Warren Const. Co. has not finished patching because of bad weather.
Have kept ditches open and slide cleaned out at Pointer turn.
Speed limit and No Parking signs needed badly for Canyon Road

NOTED
C.H. WHITMORE

RECEIVED
JAN 3 1921

C. S. Reiter
Asst. Engr.

CONTRACT #332

CONTRACT #332

SEE:

CONTRACT # 198

332 SEF: Contract 198

CONTRACT #332
SEE:
CONTRACT #205

2

332 OPP: Contract 205

CONTRACT #393
SEE:
CONTRACT #169

53

393 SEE: Contract 1[illegible]

CONTRACT# 335

PR 51 Yamhill-Gaston 1921-1925

335

09-51

September 24, 1924.

34 MT

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
New Postoffice Building,
Portland, Oregon.

Dear Sir:

Referring to yours of September 16th with respect to maintenance on the Yamhill-Baston project, No. 51, I think your inspection must have been made just before the pouring of cracks and expansion joints on that section was begun, as that work was entirely completed on September 6, 1924.

General arrangements for the renewing of rock shoulders along the section were made some time ago, but we have so far been unable to secure delivery of the rock which we have been expecting to get from the Washington County plant. It is hoped that this can be done yet this fall.

Very truly yours,

W. D. Clarke,
Division Engineer.

WDC:LM

cc. Mr. Klein, Office.

IN YOUR REPL

REFER TO FIL

M
S
S.

D

10676

UILDING,
OREG.

T

16, 1924.

Yamhill-Gaston project No. 51 that there are numerous cracked panels which should be poured with asphalt before the beginning of the wet season, also some of the shoulders are in very poor condition as indicated by the attached photo. It is probable that steps have already been taken to remedy these conditions, and it is called to your attention for your information.

Very truly yours,

C. H. Purcell
District Engineer.

RECEIVED
SEP 23 1924
OFFICE OF
DIVISION ENGINEER

REFERRED TO
Clarke
BY R. A. K.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

February 26, 1923.

RECEIVED
MAR 1 1923
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

A maintenance inspection has been made of the Yamhill-Gaston section of the Tualatin Valley Highway, Oregon 51.

The shoulders were found to be in very poor condition and surface ditches obstructed in many places. Please take steps toward placing shoulders and ditches on this project in the same first class condition as is noted on the non-Federal Aid work between this project and Forest Grove.

Yours very truly,

C. H. Purcell,
District Engineer.

NOTED
W. D. CLARKE

October 20th, 1922.

Oregon Contract Company
300 Blake McFall Building,
Portland, Oregon.

Gentlemen:

In reply to yours of the 18th regarding your claim on account of paving done near Yamhill:

This matter was held temporarily for certain information not apparent from the bill, but has now been approved and put rhough for payment. You should receive a voucher for signature within a few days.

Very truly yours,

HERBERT BOHN
State Highway Engineer .

By
Division Engineer.

WDC:AP

ON CONTRACT COMPANY
300 BLAKE McFALL BUILDING
PORTLAND, OREGON

Oct. 18, 1922.

RECEIVED
OCT 19 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. W. D. Clarke, Division Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

No payment has yet been received for work done on the Tualatin Valley Highway. Please give this your attention and advise us.

Yours very truly,
Oregon Contract Company,
By [signature] Treas.

36 C

September 25th, 1922.

Oregon Contract Co.,
300 Blake McFall Building,
Portland, Oregon.

Gentlemen:

Replying to yours of September 21st, I have to advise that your revised bill for work on the Tualatin Valley Highway near Yamhill has been approved, and forwarded to the Auditing Department, with request for special consideration to expedite payment.

Very truly yours,

HERBERT BUNN,
State Highway Engineer

By
Division Engineer.

WDC:AP

OREGON CONTRACT COMPANY

300 BLAKE McFALL BUILDING
PORTLAND, OREGON

36 P6

August 31st, 1922.

Mr. W. D. Clarke, Division Engineer,

Salem, Oregon.

Dear Sir:

We are today in receipt of our bill together with other papers attached, filed in connection with our charge for paving the gap at the bridge two miles north of Yamhill on the Tualatin Valley Highway, returned by Mr. C. G. Reiter with your notations for correction.

We are again returning the papers with our bill corrected in accordance with your suggestions, to Mr. Reiter and trust they are now in order and in line for payment. We wish to state however, that our understanding with you as we remember it was a cost plus 15% basis; if you understood it differently we are willing to let it go as you see fit. You can readily realize that a job of this size is a losing proposition on a force account basis, taking into account our own time, bookkeeping expense, investment of money for 60 or 90 days, etc; however, we are willing to charge some of this up to xx experience and let future work of this kind go to our competitors.

Yours very truly,

OREGON CONTRACT COMPANY,

By Theo. Crumpf,
Treas.

OREGON CONTRACT COMPANY

300 BLAKE McFALL BUILDING
PORTLAND, OREGON

August 7, 1922.

RECEIVED
SEP -5 1922
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,

TO:

Oregon Contract Company.

RECEIVED
AUG 28 1922
OREGON

Paving Gap at bridge on West Yamhill Section of the Tualatin Valley Highway.

Labor and Materials as per Invoices Attached.

Labor as per Payroll Sheets		$ 161.26
Newberg Transfer Co.(Hauling to and From Job)	15½ hrs	38.00
Moores Garage (Gas.& Oils)		13.58
Leslie Douzan (Hauling Cement)		25.00
Copeland Lumber Company - Lumber		.68
Zimmerman Brothers -Sand & Gravel		129.60
Moore's Garage - Hauling		3.50
Roberts Brothers -Supplies		2.00
Oregon Contract Co- Expansion Joints	from stock	13.50
" " 50½ Bbls.Cement @ $3.075 FOB	from stock Dayton	154.52
Rent of Mixer & Tools-Ore.Contract Co.		25.00
Cost		$ 566.64
Plus 15%		85.00
Amount Due Oregon ContractCo.		$ 651.64

36 PC

June 20, 1928.

Oregon Contract Company,
300 Blake McFall Building,
PORTLAND, OREGON.

Gentlemen:

On the West Yamhill Section of the Tualatin Valley Highway at a point two or two and one-half miles north of Yamhill, there is a gap in the pavement at a bridge where the fill was not settled sufficiently for paving last season.

It is desired to pave this section this year, and I should like to have the work done by you immediately upon the completion of your paving on the West Dayton - St. Joe Section.

I will discuss the details of the settlement for the work with you personally at the first opportunity, but would like to have you keep the work in mind and make necessary arrangements to do it.

Very truly yours,

HERBERT NUHN,
State Highway Engineer

By

Division Engineer

WDC:AP

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

April 24, 1922.

State Highway Commission,
Salem,
Oregon.

Gentlemen:-

Replying to your letter of April 22d, regarding final inspection on Oregon Federal Aid project #51, please be advised that final inspection was made on this project on April 9th and final voucher forwarded with our recommendation for payment on April 21st.

Yours very truly,

C. H. Purcell
District Engineer.

NOTED
W. D. CLARKE

[illegible]
[illegible]

April 22, 1922

Bureau of Public Roads,
Portland, Oregon.

Oregon Federal Aid Project No. 51.

Gentlemen:

Yamhill - Euston

Reference is made to our letter of April 3rd relative to inspection and final approval of Oregon Federal Aid Project No. 51.

We have not yet been advised that the project has been approved. If the final inspection has not already been made, will you please do this at your early convenience so that the final payment which amounts to approximately $16,700.00 may be made available to the State.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:EM

NOTED
W. D. CLARKE

April 13, 1922

Mr. C. C. Reiter
Resident Engineer
Hillsboro, Oregon

PR #51

Dear Sir:

In regard to the profile of the pavement over Tapato Fill, south of Gaston, we find that the tracing of this profile was only partly made in this office and the original was returned to you on January 4th.

The reason the tracing was not completed must have been because we lacked certain information. Will you please return the original profile and any field data that you have that would be essential in completing the tracing.

Very truly yours,

HERBERT KUNN

State Highway Engineer

By

Office Engineer

Dic by I.E.Parsons ✓
VLB

April 3rd, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Ore. Fed. Aid Proj. 61

Dear Sir:

Referring to your letter of March 3rd regarding final inspection of Oregon Federal Aid Project #61 which was the subject of conversation with Mr. McKesson during the recent meeting of the State Highway Commission, I desire to advise that the work of final rolling and dressing of gravel shoulders referred to in your letter as having been discussed in a telephone conversation on January 3rd has been completed, and it is believed you will find this project complete and in order for final acceptance.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

WDC:CHC

Division Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

March 3, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Herbert Munn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Receipt is acknowledged of your letter of March 2, 1922, file PR-51, relative to final voucher on Oregon Federal Aid project No. 51.

This project was inspected on December 31, 1921, at which time it was found that the shoulders were not in shape for finalling. On January 3, 1922, this matter was discussed in a telephone conversation with Mr. W. D. Clarke, Division Engineer, at which time he stated that work on the shoulders had been suspended on account of wet weather but would be completed as soon as weather permitted.

If you will advise us as soon as this project is completed, we will have inspection made for finalling.

Yours very truly,

C. H. PURCELL
District Engineer

Per J. M. Ernst
Acting

ANSWERED
W. D. CLARKE

March 2nd, 1922

Mr. C. H. Purcell,
Dist. Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File - PR-51

Dear Sir:

On December 31st, 1921, we forwarded you final voucher on the Gaston-Yamhill Section, Oregon Federal Aid Project No. 51, in the amount of $16,707.42.

We have heard nothing further relative to this voucher and wish to inquire the reason why final payment has been delayed.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Dic. by J. W. De Souza
GHC

Office Engineer.

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Feb 25, 1922

Job Name [illegible]

Week from Feb 19 to Feb 25

Mail Address Hillsboro Ore.

Highway Tualatin

Telegraph or Telephone Address

County Washington Job Prefix [illegible]

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Four in crew Stake

RECEIVED
FEB 28 1922
STATE HIGHWAY ENGINEER

NOTED
W. D. CLARKE

Signed [signature]

Title Res Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 7.68

Miles paving completed 7.67

Average daily sq. yds. this week -

Miles shoulders completed both sides 7.67

Contractor's average force for week -*men,*

- *teams,* -*trucks*

Percentage of total required yardage now in place 100

Job will be completed about -

Number men in Engineering Party None

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job..... *Percentage*.....

Other jobs Market Rds *Percentage* 100

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

February 21st, 1922.

Peninsula National Bank of Portland,

Portland, Oregon.

Gentlemen:

In acknowledgement of your letter of February 20th relative to the final payment to Cochran [redacted], contractors on the Tualatin to Gaston Section of the Tualatin Valley Highway in Washington County, you will please be advised that this payment will be made in about three weeks.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

[redacted] Secretary.

Dict. by H.T. [redacted]

National Bank
OF PORTLAND

MEMBER
FEDERAL RESERVE SYSTEM

CABLE ADDRESS
"PENBANK"

Portland, Oregon

February 20, 1922

Oregon State Highway Commission,
Salem,
Oregon.

RECEIVED
FEB 21 1922
STATE HIGHWAY ENGINEER

Dear Sirs:

We refer to an assignment executed by Cochran Brothers of all payments due under a certain contract entered into between Cochran Brothers and the Oregon State Highway Commission, for the road construction of the Gaston-Yamhill section of the Tualatin Highway.

There is still over $5,000 due on this contract and we are informed by Cochran Brothers that the contract itself has been finished long ago, and that the road has been accepted by the engineer. We are wondering how long it will be before final payment will be made ? If you can give us some definite information stating about when final payment may be expected, we will be greatly obliged.

Very truly yours,

J. E. Edgerton

JNE-GB

President.

PR 5-1

February 18th, 1922.

Yamhill-Baston Paving

Mr. O. G. Reiter,
Resident Engineer,
Hillsboro, Oregon.

Dear Sir:

We have completed checking your final estimate for the paving work between Yamhill and Gaston. Everything checks out, except that we find that in computing the number of pounds of reinforcement used, you have assumed that a lineal feet of one-half inch square bar reinforcement weighs .80 lbs. All standard tables of weights give .85 lbs. as the weight per lineal feet of one-half inch square bar reinforcement.

We will be pleased to have you write us at once, stating the basis upon which you arrived at a weight of .80 lbs. per lineal foot.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

SHP:GMO Office Engineer.

#335

December 30, 1921

Fidelity & Deposit Company of Maryland,
c/o Clarence D. Porter, Agent,
Casco Building,
Portland, Oregon.

Gentlemen:

The purpose of this letter is to advise you of the intention of the Highway Commission to pay all but 5% of the retained percentage to Cochran Brothers, who have the contract for the construction of the Yamhill to Gaston Section of the Tualatin Valley Highway in Yamhill County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:EM

FORM 8A 20-2-21

A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Hillsboro, Ore.
Dec. 20th, 1921.

Herbert Nunn.
State Highway Engineer.
Salem, Oregon.

Attention W.D.Clarke.

NOTED
W. D. CLARKE

Dear Sir:

Enclosed please find profile showing settlement in the Gaston Fill concrete slabs on the Gaston-Yamhill Section. Altho there is considerable settlement, there are no cracks to date

The culvert nearest Gaston which was paved with black stuff shows that pavement the slab on the Gaston side has settled about two inches.

We were rolling shoulders until the snow came. With the ice on the pavement, there is not enough traction for the truck.

Very truly yours,

C. G. Rositer

Resident Engineer

36 PC

December 7th
1921

Mr. C. S. Reiter,
Resident Engineer,
Hillsboro, Oregon.

Dear Sir:

Replying to yours of November 27th and referring to our conversation regarding protection of the fill south of Gaston. Please give this matter close attention and take any reasonable measures to insure protection of the embankment against wash.

I think your floating protection is probably a good one for a temporary expedient.

I will try to be over the work the latter part of this week and we can make plans then for a permanent protection.

Yours very truly,

Division Engineer.

WDC:CHS

36 PC-5

HERBERT NUNN
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
SALEM

36PC-Gaston-Yamhill

Hillsboro, Oregon.
Nov. 27th, 1921.

Herbert Nunn.
State Highway Engineer.
Salem, Oregon.

Attention W.D.Clarke, Dir. Engr.

NOV 28 1921
STATE HIGHWAY

Dear Sir:

The paved fill south of Gaston on the Gaston-Yamhill Section is sluffing badly from the wave action and I would suggest that something be done to prevent fill from sluffing back to edge of pavement and eventually causing a washout. From present indications it is bound to do this in a short time.

Until such a time as the fill will become thoroughly compacted and grown over with sod and a willow wave break grown at the edge of right of way, I would suggest the following.

One Mr.Griebler of Gaston has a lot of cull piling at Gaston which could be snaked down to fill. For the 280 feet where the wind has a clear sweep, wire two piling together, tie to stakes on the fill which would allow piling to float. As fir will float about 2/3 submerged, I believe this would break the wave action against the fill. There is then about 160 feet and 100 ft. respectively at each side of the stretch mentioned where I believe a boom of one piling would do. This would take 820 feet of logs. I cannot give you an estimate of the cost as I was unable to see Mr.Griebler but will take it up with him. I am afraid that sand bags would have such a weight and then being water soaked would cause the dirt to sluff worse. I cannot be too urgent in calling your attention to the condition of this fill.

Very truly yours,

C.G.Reiter.

C.G.Reiter.
Resident Engineer.

COCHRAN BROTHERS
CONTRACTORS

1004 S.Jersey St.Portland,Ore.
Dec.5,1921.

36PC

State Highway Commission,
Salem,Ore.

Gentlemen;

We are returning to you herewith the properly signed voucher for payment of Estimate No.7A on the Yamhill-Gaston Section of the Tualatin Valley Highway.

Your attention is called to the fact that during the period covered by this estimate a considerable amount of shoulder gravel was placed on this improvement for which no allowance is made in the estimate, also to the fact that to date only 38,130 lin.ft.of shoulder construction has been allowed,although the shoulder construction on the entire section was completed prior to Nov.15,1921.

Yours very truly,
Cochran Brothers
by B. H. Cochran

DEC 7 1921
STATE HIGHWAY ENGINEER

noted 12-7-1921 C.F.S.

November 8, 1921.

P. R.-51

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
P. O. Box 4167,
Portland, Oregon.

NOTED
W. D. CLARKE

Dear Sir:

I note your letter on Federal Aid Project No. 51, regarding the use of clay binders in shoulders, and it seems that our respective departments do not agree very well as to the use of clay.

I have always been of the opinion that a clay binder in a macadam shoulder which was little used under traffic was better than a ~~clay~~ loam or sand, as it acted as a seal and prevented water from entering the subgrade.

I have called Mr. Clarke's attention to this matter, however, and we shall be glad to make such changes as you think are necessary to comply with your standards.

For your further information, will say that we should prefer to use the clay in shoulders expecting that they can be easily maintained by the addition of crushed screenings or pea gravel. We have found this method successful.

Respectfully yours,

State Highway Engineer.

HN:HI

...ENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

W D Clarke
BY H. N.
NOTED
W. D. CLARKE
POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

November 5, 1921.

ANSWERED
11/7/21 HERBERT NUNN

NOV 7 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. W. D. Clarke.

Dear Sir:-

An inspection has been made of Oregon Federal Aid project No. 51.

We find that adobe and heavy clay is still being used to bind the gravel shoulders. On September 9th we wrote suggesting that sandy loam be used as binder if binder is required. The matter was also taken up orally with the Resident Engineer and he agreed to use sandy loam for this purpose. On October 4th we found adobe being used as binder and protested in a letter dated October 12th.

This heavy clay is not suitable for use as binder and we regret that you have ignored our recommendation and continued its use. We have written you many times on various projects opposing the use of clay as binder in gravel or broken stone construction, and we have been of the opinion that your department agreed with us that clay is unfit for use as binder. Its use is particularly unfortunate on this project where proper drainage of gravel shoulders is of vital importance.

We therefore request that the use of adobe as a binder be discontinued at once and that sandy loam be used instead where binder is needed.

The ditching on the section from Yamhill to Wapato is inadequate in many places. Most of this section is tiled but ditches are necessary to care for surface water. The ditches constructed for this purpose are generally very shallow, in some places little if any below subgrade at the edge of the pavement. They are also more or less irregular and the flow line uneven. In our opinion the minimum depth of ditches below pavement should be one foot where the road is tiled and 2½ feet where there is no tiling. Please give directions to the Resident Engineer which will insure proper ditching.

Yours very truly,

District Engineer.

...RICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

October 12, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
OCT 13 1921

Attention Mr. W. D. Clarke.

Dear Sir:-

At a recent inspection of Oregon Federal Aid project No. 51 (Yamhill-Gaston) it was noted that adobe is being used as binder for shoulders. We do not consider heavy clay or adobe suitable material for binding gravel shoulders. Good sandy loam is available at both ends of the project and should be used for this purpose.

Progress on ditching is not as rapid as the lateness seems to require. A very considerable portion of the heavy adobe sections have not been ditched. Can you not rush this work by increasing forces?

It is very necessary that the earth at the outer edge of the shoulder be lower than the bottom of the sub-base in order to insure drainage of the sub-base. We believe that the importance of this feature should be impressed upon the engineer in charge of the work.

Shouldering and ditching on this project should receive the same thorough and painstaking attention as is given the same subject on Oregon Federal Aid project No. 52 (Newberg-West Dayton). Subgrade and subsoil conditions are much worse than on project 52.

We would greatly appreciate it if you will give this matter close personal attention, in an effort to get the project in proper condition before the rains begin.

Yours very truly,

C. H. Purcell

District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING.
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

November 22, 1921.

REFERRED TO W. D. CLARKE BY H. N. NOTED

NOV 23 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon. Attention Mr. W. D. Clarke.

Dear Sir:-

An inspection was made today of Oregon Federal Aid projects Nos. 51 and 52. Drainage conditions on Project 52 were found to be in excellent shape and no serious damage has as yet resulted to Project 51 from the heavy storm. It was noted, however, that the shoulders are high along almost the entire length of Project 51 and as a result water is held on the edge of the pavement and in some places running for several hundred feet along the edge of the pavement. The shoulders were left high, of course, with the intention of compacting, and after they are rolled properly they may come down nearly flush with the pavement, but in view of the heavy rainfall we believe it desirable to cut little trenches through the shoulders flush with the pavement every 15 or 20 feet. This will prevent the water from running down the edge of the pavement and will ensure drainage of the pavement at all times.

Mr. Ryder, the Resident Engineer, was requested to have this work done and said he would get a force of men at it tomorrow morning.

The fill at Gaston has shown some sign of eroding and steps should be taken to protect this fill. No great expense would be involved in setting a plank so it will intercept wave action and to shift it higher as the lake rises. The lake is now about one-third of the way up on the fill.

Yours very truly,

District Engineer

COCHRAN BROTHERS
CONTRACTORS

Portland,Ore.Nov.19,1921.

State Highway Commission,

Salem,Ore.

Sirs;

Our contract on the West Side Highway,Gaston to Yamhill Section is now completed and we would be pleased to have the final inspection made at as early a date as possible. Excepting for a few hundred feet the paving on this section was completed in August.It was not until September 15th that we were instructed to complete the ditches and cut slopes on a force account basis.Prior to this date it was understood that Yamhill County was to do this work with county forces.This extra work has delayed the final completion of the entire improvement by about six weeks.The Company that furnished our bond on this contract demanded a cash deposit of $20,000.00,which will not be released until the acceptance of the contract and the payment of all obligations.We are therefore exceedingly anxious to receive our final estimate at as early a time as possible so that we may meet these conditions.

We feel that,since the contract items in connection with this work have nearly all been completed for some weeks,we are entitled to an immediate final payment.

Yours very truly,

Cochran Brothers

by G H Cochran

RECEIVED
NOV 21 1921
STATE HIGHWAY ENGINEER

PR 31

36PC

Attention (W.D.Clarke

RECEIVED
NOV 7 1921
STATE HIGHWAY ENGINEER

Hillsboro, Oregon.
November 4th,1921.

To The Honorable Judge and
County Court of Washington County.
McMinnville, Oregon.

Gentlemen:

Acting on your suggestion that I send you a list of the pipe necessary to take care of the drainage at lanes and driveways along the Easton-Washington Section of the Tualatin Valley Highway, I herewith submit to you the totals of each size tile:

94 feet 6 inch drain tile
212 feet 10 inch drain tile

There is a newly graded road coming into the Highway from the west at our Station 102 + 60 to 103 + 40 just south of the unpaved culvert, which should have a pipe across it. As at present graded it needs 60 feet of 10 inch concrete or corrugated pipe. I do not know if this is a County Road.

The boys tell me that the farmers along the road say that the Court promised them the pipe so they have not made any provision to get any.

Respectfully yours,

C.C.Reiter.
Resident Engineer.

NOTED
W. D. CLARKE

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

October 13, 1921.

RECEIVED
OCT 14 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon Federal Aid project No. 51 have been executed. Enclosed herewith is an original copy each of the agreement and certificate for the files of yours office.

Yours very truly,

District Engineer.

Form P. R. 2

State ..... Oregon .....

Project No. ..... 51 .....

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

13 ..

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of September, 1921

by and between the State Highway Commission of Oregon

, ~~constituting~~

~~for the purpose hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 8th day of March, 1921

a project statement, which was approved by the Secretary on the 4th day of

April, 1921, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 29th day of August, 1921; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

one hundred fifty-three thousand, five hundred twenty and 00/100

dollars ($153,520.00) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State ....from sale of Bonds authorized by legislature under Chapter.... (By act of the Legislature of) (date and citation), appropriating .....175, Laws of 1917, and Chapter 51, Laws of 1920..... dollars.

*(b) By the Count..... of .....
(By tax levy or bond issue authorized by act of ..... (date and citation).

*(c) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between ..survey station 15/00 a point at the north edge of town of Yamhill and survey station 420/50.6 a point on the Yamhill- Washington County Line near the town of Gaston.....

terminal points, a distance of .....7.676..... miles, known locally as ....the Tualatin Valley Highway (Yamhill-Gaston section) in Yamhill County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that the grading of the entire project to the lines and grades shown on the plans, the completion of culverts between survey stations 15 and 300 and the drainage structures in place between survey stations 300 and 420+50.6, all to be performed without Federal aid shall be subject to inspection and approval by the Secretary or his authorized agents, and that if in the judgment of the Secretary or his authorized agents such structures require repairs or reconstruction, they will be repaired or reconstructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to inspection and approval by the Secretary or said agents, and without Federal Aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of one hundred fifty-three thousand, five hundred twenty and 00/100 dollars, certified to the Secretary of the Treasury as above mentioned, being less than fifty per cent of three hundred forty-six thousand, two hundred fifty-eight and 00/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

..... (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

.....the State Treasurer, Salem, Oregon..... (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .....State..... (State or county.) of .....Oregon..... (Name.) of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....
(Include reference to statute making

.....
appropriation and probable amount annually available.)

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

STRICKEN OUT

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 29th day of August, 1921.

State Highway Commission of Oregon.
(Official title of Highway Department.)

By .....
Member.
(Title of officer.)

By J. N. Dixon
Member.
(Title of officer.)

[SEAL.] By W. B. Barnett

(Title of officer.)

By .....

(Title of officer.)

By .....

(Title of officer.)

By .....

(Title of officer.)

[SEAL.] C. M. Marvin
Acting Secretary of Agriculture.

Approved

Form No. PR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 15/00 a point at the north edge of town of Yamhill and survey station 420/50.6 a point on the Yamhill-Washington County Line near the town of Gaston locally known as the Tualatin Valley Highway (Yamhill-Gaston section) in Yamhill County and designated in the records of this Department as Project No. 51, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $ 346,258.00 as the total estimated cost of said project, and the sum of $ 155,520.00 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 29th day of August one thousand nine hundred and Twenty-one, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Acting *Secretary of Agriculture.*

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE No. B-3

October 6, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
State Highway Commission,
Salem, Oregon.

Thru: Mr. C. H. Purcell,
District Engineer,
P. O. Box 4167,
Portland, Oregon.

Dear Sir:

Your voucher in triplicate covering road improvements on Oregon Federal Aid Project No. 51, for the period August 16 to September 15, 1921, in the amount of $12,597.18, has been reduced by $286.30.

The pro rata share of the United States is shown as 44 per cent in place of the correct amount of 43 per cent, and also the amount of previous payments is shown as $121,184.73 in place of the correct amount of $118,430.53. With this correction the voucher is forwarded for payment in the amount of $12,310.88.

Very truly yours,

Thos. MacDonald

Chief of Bureau.

RECEIVED
OCT 13 1921
STATE HIGHWAY ENGINEER

Oct. 4, 1921

Cochran Brothers,
Yamhill, Oregon.

File 36-PC
Attention: P. H. Cochran.

Dear Sir:

With reference to your letter of Sept. 17th regarding hauling of hot stuff over the new pavement between Yamhill and Gaston, instructions have been issued that such hauling shall be confined as far as possible to the center of the pavement. Insofar as this is done it is reasonably certain no damage to the pavement can result and it is not believed that the chance of damage under any reasonable circumstances is sufficient to justify closing the pavement to this traffic.

Your attention is called to the fact that the ordinary nine-batch load of hot stuff is not as heavy as a four-yard load of gravel such as I understand you are hauling.

Very truly yours,

Division Engineer.

WBC:ETH

N BROTHERS
CONTRACTORS

316 PC

Yamhill,Ore.
Sept. 17, 1921.

RECEIVED
SEP 17 1921

State Highway Commission,
Salem,Ore.
Gentlemen;

We have been informed by a representative of The Warren Construction Co.the the State Highway Commission has given them permission to haul the asphaltic concrete which will be used in paving the Yamhill City Section of the Tualitin Highway over the pavement which we recently completed between Gaston and Yamhill.

About half of this pavement is as yet unprotected with shoulders and we do not beleive it should be subjected to heavy trafic. We constructed the pavement on a sand base of from two to four inches and until the shoulders are in place there is nothing to hold this base in place along the unprotected edge.

We are confident that the pavement which we have built will stand up under all legal traffic once it is entirely protected by the completed shoulders.Since you have seen fit to ~~permit~~ give permission for the transportation of heavy loads over the pavement at this time we take it that you are assuming responsibility for any resulting damage.

Yours very truly,
Cochran Brothers
B. H. Cochran

ANSWERED
W. D. CLARKE

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE No. R-3

September 29, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
State Highway Commission,
Salem, Oregon.

Thru: Mr. C. H. Purcell,
District Engineer,
P. O. Box 4167,
Portland, Oregon.

Dear Sir:

Your voucher in triplicate covering road improvements on Oregon Federal Aid Project No. 51 for the period April 11 to August 15, 1921, stated in the amount of $121,184.73, has been reduced by $2,754.20.

The voucher shows the pro rata share of the United States as 44 per cent. The pro rata determined in this office is 43 per cent based upon the total estimated cost of the work without the lump sum reduction of $7,000.00 as provided in the contract. We have determined the pro rata this way rather than to have you submit in each voucher a pro rata increment of the $7,000.00 deduction applied to the unit price or to the total work done. Future vouchers should therefore show a pro rata of 43 per cent.

Payment accordingly is deducted on this voucher on account of the reduction in pro rata and the voucher will be forwarded for payment in the amount of $118,430.53.

Very truly yours,

Thos MacDonald

Chief of Bureau.

Sept. 15, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-51

Dear Sir:

Herewith we are enclosing four copies of voucher on the Gaston-Yamhill Section, Oregon Federal Aid Project No. 51, in the amount of $124,184.73.

The project agreement on this section is at present being signed by the Highway Commission, and will be forwarded to you as soon as these signatures are obtained.

Owing to the large payment involved we are forwarding this voucher at this time in order to save delay in putting through the voucher when the executed agreements are returned to you.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,

HTN

Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPL[Y] PLEASE
REFER TO FILE No.------

September 9, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

State Highway Commission,
Salem, Oregon.

Attention Mr. W. D. Clarke.

Gentlemen:-

On Oregon Federal Aid project No. 51 we find that gravel shoulders are being constructed before ditching is begun and before the slopes are shaped. The construction of ditches and shaping of slopes will necessitate the removal of a very considerable amount of earth, in most cases probably with teams. Such work, carried on after shoulders are placed, will undoubtedly result in the partial destruction of the new gravel shoulders and the loss of much material now being placed at about $4.00 per cu.yd. Another feature is the extreme importance of constructing proper ditches and slopes before the rainy weather sets in, as such work, in the heavy adobe soil, will be impossible when the rains begin.

At the time of an inspection on August 16th this matter was discussed with your Resident Engineer and our representative understood that Mr. Whitmore agreed with him that ditching should be done first. We feel that it is very important that ditching be begun at once and on September 6th, at the time of our latest inspection, Mr. Whitmore was so advised and was requested to hold up further shoulder work until we could communicate with you.

The placing of the gravel shoulders can proceed during wet

Change in method of shoulder Constr. was ordered W.D.C. 9/10/21

weather if ditches and slopes have been properly completed.

The method of construction of the shoulders does not appear likely to give satisfactory results. Clean (washed) gravel is placed for a first course and upon this a layer of finer gravel which is unwashed but also quite clean. Of course it is impossible to compact 8 to 10 inches of loose gravel. We would recommend that after the first course is placed some binder be added. The sandy loam soil at either end of the project would be suitable for use as binder. This base course could then be compacted under a truck wheel using some water if necessary. After this the top course of finer gravel should be added and perhaps a small amount of binder again added. With watering the surface course could then be compacted at least enough to make it safe for winter traffic.

The Resident Engineer gave as a reason for the present arrangement of the work, the difficulty in keeping force account work (ditching) separate from contract work. If this difficulty is a material one it would be well to discontinue the contract work (shouldering) and devote entire attention to the force account work.

In view of the probability of wet weather very soon now we would urge that you give this matter of ditching immediate and vigorous attention. We will be glad to go over the work with you at any time you so desire to discuss these matters.

Yours very truly,

C. H. Purcell

District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

September 9, 1921.

State Highway Commission,
Salem, Oregon.

Gentle e.:-

We have your letter of September 8th regarding Oregon Federal Aid project 51.

The plans, specifications and estimate for this project were forwarded with recommendation for approval by this office on May 5th. The estimate was examined and recommended for approval in the Washington office on July 20th and the P.S. & E. recommended for approval by the Chief Engineer on August 15th. Up to this time we have not received copies of the agreement to be executed by the Highway Department. These are probably in process of preparation or in transit at the present time.

We cannot throw any light on the reason for delay in securing approval in the Washington office unless it has been due to the fact that a large number of projects were presented this summer by states who were obliged to cover their Federal Aid or forfeit a portion of it.

We fully appreciate the reasonableness of your desire to secure some reimbursement from the Government in view of the fact that work already completed amounts to approximately $300,000. There appears to be nothing we can do, however, until the agreement is executed.

Yours very truly,

District Engineer

Sept. 8, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-51

Dear Sir:

Under date of May 4th, 1921 you wrote us that you had that day forwarded to the Chief of Bureau with your recommendation for approval as of March 8, 1921, plans, specifications and estimate for the Yamhill-Gaston Section, Oregon Federal Aid Project No. 51.

That was some four months ago, and we have no record of the approval of Washington of these plans, nor have we received copies of the project agreement for signature. We would appreciate having you advise us of the cause for delay in this matter, as the contractors have accomplished work to the amount of approximately $285,000.00 and we are very desirous of securing the Federal co-operation payable on this.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Asst. Office Engineer.

Dic. by J. W. DeSouza,

ETH

Form 102-A.

Oregon State Highway Commission

F A Ore # 51

Report of Compression Test

Date reported 9/7/21 Lab. No. 7639

Source ..... Field No. .....

..... County Yamhill

Quantity represented ..... Job Yamhill-Gaston

To be used concrete pavement Sampled by .....

Cylinder # 62

Date cast 8/10/21

Date broken 9/7/21

Age 28 days

Station 362 plus 25

Slump 1¼

Break lbs per sq in 3537

CC U S Bureau of Public Roads 2
W D Clarke
P P Whitmore

.....
Testing Engineer.

NOTED
W. D. CLARKE

August 1, 1921
Filer

Mr. P. F. Whitmore,
Resident Engineer,
Ruhhill, Oregon.

Dear Sir:

In conformity with recommendation of the Bureau of Public Roads, you are instructed to place expansion joints in the pavement over new fills on the Rushill-Canton Section at intervals of 20 feet instead of the usual 30 feet spacing; also, to use reinforcement in the pavement over side-hill fills. This reinforcement should be of the same standard as is in use on our Geneva project - namely, one-half inch bars six inches from the edge of the slab on all four sides and cross bars placed approximately five feet center to center.

Very truly yours,

Division Engineer.

EM:EF
cc-C.H.Purcell

D

STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

FILE No.

July 28, 1921.

RECEIVED
JUL 29 1921
STATE HIGHWAY ENGINEER

Yamhill Section
PR # 51

State Highway Commission,
Salem, Oregon.

ANSWERED
W. D. CLARKE

Gentlemen:-

In regard to the paving over new fills on Oregon Federal Aid project No. 51, we would recommend the placing of expansion joints at 20 ft. intervals instead of the usual 30 foot spacing. We also believe it might be advisable to place reinforcement on side hill fills between Wapato and Gaston as is being done on the Oswego project. The added cost will not be great and some cracks may thus be avoided.

The above precautions are in addition to flooding of these fills as agreed upon by Messrs. Kelley and Clarke of your office and Mr. McKesson of this office.

Yours very truly,

District Engineer.

July 15, 1921
Files

Portland Cement Association,
46 Firth Street,
Portland, Oregon.

ATTENTION MR. HANS MEEM, JR.:

Gentlemen:

Reference is again made to your recent letter requesting freight rates upon materials entering into the paving work between Gaston and Yamhill and between Wolf Creek and Galesville.

We are today in receipt of information from our Resident Engineer, Mr. Whitmore, at Yamhill, stating that the rates upon materials being used in the work between Gaston and Yamhill, are as follows:

Gravel from Independence, $.045 per cwt;
Sand from Portland, $.05 per cwt;
Portland Cement from Oswego, $.125 per cwt.

These rates apply to delivery at Yamhill, Cove Orchard and Wapato, the three points at which materials will be delivered for this work.

We will advise you in regard to the rates applying to the work between Wolf Creek and Galesville as soon as we hear from our Resident Engineer in regard thereto.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

HHL:LE

CONCRETE FOR PERMANENCE

PORTLAND CEMENT ASSOCIATION

ATLANTA
CHICAGO
DALLAS
DENVER
DES MOINES
DETROIT
HELENA
INDIANAPOLIS
KANSAS CITY
LOS ANGELES
MILWAUKEE
MINNEAPOLIS
NEW YORK
PARKERSBURG
PITTSBURGH
PORTLAND, OREG.
SALT LAKE CITY
SAN FRANCISCO
SEATTLE
ST. LOUIS
WASHINGTON

146 FIFTH STREET

PORTLAND July 1, 1921

Mr. Herbert Nunn
State Highway Engineer
Salem, Ore.

REFERRED TO
Portland
BY H. N.

My dear Mr. Nunn:

A short time ago I spoke to you with reference to cost of shipping in materials for paving. In this connection I would be pleased to receive from you through your Division Engineers what the freight rate is on sand and gravel to the Gaston-Yamhill concrete paving job and also to the Wolf Creek-Galesville job. I believe that these two paving jobs are both representative of the best cases of the two types in order to arrive at the high cost of shipping road materials by freight.

Would be pleased to receive any other information that you might have in this connection.

Thanking you for an early reply, I am

Yours truly,

Hans Mumm Jr.

HANS MUMM JR.
District Engineer

HM*R

Wrote to Res. Engrs. for information

H.M.

STATE HIGHWAY DEPT.
SALEM, OREGON

FORM 4 5M-6-31

F6 36 F6

R. A. BOOTH, EUGENE, CHAIRMAN
[illegible]YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 5 1

May 19 1931

Mr C B Mc Cullough

NOTED
W. D. CLARKE

Dear Sir

Referring to 12' Culverts on Yamhill-Gaston Section of Hwy 29. We should put in standard 12' box at Sta 365 and at Sta 417.

Please send plans for bridge No 593 at Sta 365.

I will send in sketch of site at 417 soon as possible.

I think both these culverts will require piling foundation and I will report on condition of foundation

Yours Truly

PP Whitmore

PR
51

May 12, 1921

Gaston-Yamhill

County Court of Washington County.

Hillsboro, Oregon.

Gentlemen:

This letter is written to you relative to paving through the city of Gaston on the Forest Grove-McMinnville Section of the Tualatin Valley Highway.

As you probably know, the last legislature enacted legislation which becomes effective May 25th permitting the State Highway Commission to cooperate with the counties and the cities of less than 2000 inhabitants, on improvement work on the State Highways.

The citizens of Gaston have appeared before the Commission relative to this matter and stated that they are financially unable to bear their proportion of the cost. The State Highway Commission has made it a policy to cooperate to the extent of 50% of the cost on 18 foot pavement through all small towns and desire to have the pavement of the State Highways continued where the improvement is undertaken.

An additional reason would also be that the pavement can be built much cheaper at this time since the contractors are on the job.

It is respectfully suggested that the county court of Washington County lend its aid to the improvement of the Highway through the city of Gaston and it is urged that this matter be considered at your earliest convenience since the contractors are arranging to start work on this project in the very near future. Our Engineer, Mr. Reiter at Hillsboro can give you an estimate of the cost of this section.

Very truly yours,

Secretary.

RAK:LM

PLEASE NOTE AND RETURN TO SECRETARY FOR FILING.

NOTED
W. D. CLARKE

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

May 4, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We have today forwarded to the Chief of Bureau, with our recommendation for approval as of March 8, 1921, plans, specifications and estimate for Oregon Federal Aid project No. 51.

You are hereby authorized to claim payment for all work done on this project subsequent to the date of recommendation: Provided, however, that such authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer, and also that no payment on such work done prior to execution of the project agreement will be made until, and unless, the agreement is finally executed.

Yours very truly,

Acting District Engineer.

RECEIVED
MAY 6 1921
STATE HIGHWAY ENGINEER

April 16, 1921
M 51

Mr. C. H. Purcell, Assistant Engineer,
U. S. Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

Under separate cover, we are today forwarding you three blueprint sets of plans of the Gaston-Yamhill Section, Oregon Federal Aid Project No. 51.

Five copies of estimate as basis for project agreement are enclosed herewith.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer.

Mic. by J.W. Dubcum

MH

Encls

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 51

GASTON-YAMHILL SECTION OF THE TUALATIN VALLEY
HIGHWAY - YAMHILL COUNTY

(Estimate as basis for Project Agreement)
Based on Contract Prices.

7.475 Miles of Portland — Salem, Oregon, April 18, 1921.

1,000	cu. yds.	Excavation	@	$1.50	$1,500.00
8,000	lin.ft.	6" Porous Drain Tile		.50	4,000.00
99,000	sq. yds.	Preparation of subgrade		.10	9,900.00
72,100	" "	Concrete Pavement, 7"		3.50	252,350.00
22,000	lin. ft.	Expansion Joints		.12	2,640.00
1,000	lbs.	Bar Reinforcement		.15	150.00
6,000	cu. yds.	Sand or Gravel for Sub-base		4.00	24,000.00
4,900	" "	Broken Stone or Gravel for Shoulders		4.00	19,600.00
450	" "	Rock Backfill for Drain Tile		4.00	1,800.00
81,000	lin. ft.	Shoulder Construction		.06	4,860.00
480	cu. yds.	Filler		2.00	960.00
					$321,760.00
		Lump Sum Deduction			7,000.00
		Sub-Total			$314,760.00
		10% Engr. & Cont.			31,478.00
		T O T A L			$346,238.00

Cost per mile - $45,369.46

State Funds Available - $192,738.00
Federal Aid Requested - 153,520.00
$346,258.00

Feral Aid Recommended - $_____

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

W. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF
S. BENSON, CHAIRMAN
PORTLAND

APRIL 6,1921.

MR. HERBERT NUNN,
STATE HIGHWAY ENGINEER,
SALEM, OREGON.

ATTENTION MR.S.H.PROEBERT.

Dear Sir:-

Reference is made to your letter of March 17th and April first, respectively and beg to advise as follows:-

Mr. C.B.Mc Cullough and myself have just returned from an inspection of this timber structure at the North end of the Yamhill-Gaston section Oregon Federal Aid Project No. 51 and we recommend that the same be replaced by an embankment with a 12 foot standard box culvert for a waterway;- also at or near station 106, we originally called for a concrete bridge, but afterwards, I believe, permission was given the Yamhill County to change to a timber structure when it was proposed to macadamize and not pave this section,- but now that the contract has been awarded for concrete pavement, we recommend that these structures be of concrete. I saw Judge Daniels here yesterday and he agreed to the same and promised to have work started immediately.

Please see Mr. Mc Cullough in regard to the above, who made notes on the ground and said he would send the necessary instructions.

Very truly yours,

C. W. Vaughn

DIVISION ENGINEER.

Inf. Eng.

March 26, 1921

Cochran Bros., Contractors,
1004 S. Jersey St., St Johns,
Portland,
Oregon

Gentlemen:-

Referring to your letter of the 22nd instant regarding the materials for the Gaston-Yamhill paving, I will say that while gravel of 2-inch maximum size will be permitted in our concrete pavement work its use is not encouraged as its grading is very seldom of a desirable nature. The firms mentioned in your letter, viz Nielsen & Kelly, Columbia Contract Co., Columbia Digger Co. and the Independence Sand & Gravel Co., all can furnish excellent material. However, in the case of Sandy River sand, especially, great care must be taken to insure the procuring of the proper grade of material. Only the very coarsest of the Columbia River Sandy River sand will be accepted.

I would suggest that this office be advised when a carload of sand for your work arrives in Portland so that the material can be inspected before any cars are loaded.

Respectfully yours,

HERBERT HUNT

State Highway Engineer
by

Kenneth S. Hall
Testing Engineer

cc Office
C. W. Wanser

KSH:LK

March 28, 1911.

Mr. P. O. Harding,
Resident Engineer,
Carlton, Ore.

File P.R.51

Dear Sir:

In making the paving of the Gaston-Yamhill Section a Post Road Project, it is necessary that we submit to the Federal Government the complete plans showing the detailed alignment, the profile and grade lines throughout. We have no data in this office from which this information can be prepared, and believe that you should have original copy of construction map and profile in the field. Kindly either forward us these, or else notes from which we may prepare the plans for the Federal Government. If possible these should be sent immediately and we will no doubt be able to return them to you within three or four weeks after they are received.

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
ET

OFFICE PHONE COLUMBIA 631

RESIDENCE PHONE COLUMBIA 631

COCHRAN BROS.

CONCRETE CONTRACTORS

1004 S. JERSEY STREET

PR 5/1

St. Johns, Portland, Oregon,
March 21,1921.

Mr.Roy A.Klein,

Secretary,State Highway Commission,

Salem,Ore.

Dear Sir;

We wish to know if the State Highway Commission will allow us monthly estimates for sand and gravel stored at the railway sidings in connection with the Yamhill-Gaston Section of the Tualatin Valley Highway.

The condition of the sub-grade is such that it will require considerable dry weather before any material can be put on it,and we are desirous of getting as large a stock of material ahead at the railway as is possible while there are ample cars and material to be had. To do this will require a considerable amount of money, and assistance in the way of montly estimates would be a big help.

Yours truly,

Cochran Brothers

by P.H. Cochran

ANSWERED
S.J Probert

Form 19

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Yamhill - Carlton — Date March 19th, 1921

Paving — Week from 3/12 to 3/19

Highway State #10-27 — Job Prefixes 36 P.C. P.R. 51

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Yamhill

Survey will be completed about — Number in party 2

Camp location

Mail address Carlton, Ore.

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Have not seen the contractor or any representatives to date. Nothing doing.

Signed H. C. Harding

Title Res. Engr.

March 15, 1921.

Mr. P. O. Harding,
Resident Engineer,
Carlton, Oregon.

File PR-51

Dear Sir:

We are in receipt of your letter of the 14th inst requesting information on the paving contract between Yamhill and Gaston.

We beg to advise that the contract number for this work is #335. The job prefix is 36-PC, and the Federal Aid Project number is #51. In correspondence regarding this work the project number should be used instead of the job prefix number as Post Road correspondence is all filed under the project number.

With regard to the grading for the pavement, the work done by the contractors in preparation of sub-grade will be done under the Federal Aid Project regardless of whether or not this exceeds 20 cu yds per station. The county does not co-operate on this work which will be done by the contractor. We understand that the county is to do some grading with their own forces, but any estimates which are prepared on this should be entirely separate from the main estimates on the project.

On all the Federal Aid work it will be necessary that three copies of estimates be submitted to this office.

Under separate cover we are today forwarding you a copy of the contract.

Very truly yours,

HERMAN NUSS,
State Highway Engineer,

By

Office Engineer.

Dict. by J. W. DeSoum.
EC

HERBERT NUNN
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Carlton, Oregon.
March 14th, 1921.

Subject:- Paving contract - Yamhill to Gaston.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. S.H.Probert.

Dear Sir:-

I would request the contract number, the federal aid project number, and unit prices for the contract recently let from Yamhill to Gaston for 7" concrete, also the Job prefix number.

In this connection, does the county assume the payment for all grading items in connection with the federal government, thus requiring five copies of monthly estimates to be submitted for grading? Is the item "Preparation of Subgrade" a paving item when paid for on a basis of square yards, but changing to a grading item whenever the basis of payment becomes the cubic yard, that is when the quantity of excavation exceeds 20 cubic yards per station?

Very respectfully yours,

P. O. Harding.

P.O.Harding,
Res.Engr.

FR-51
Yamhill #335
Suffix 36 PC
no county

MAR 15 1921

PIR
5/

March 12, 1921

Mr. A. T. Mercier, Supt.,
Southern Pacific Lines,
Union Station,
Portland, Oregon.

Dear Sir:

In reply to your inquiry relative to the two crossings of the Southern Pacific lines between Gaston and Yamhill, wish to advise that the new location of the highway between these points is entirely on the west side of the Southern Pacific tracks so that crossings will not be necessary.

Very truly yours,

Secretary.

RAK:LM

SOUTHERN PACIFIC LINES

OFFICE OF
[illegible]
UNION STATION

Portland, Ore., 3/11/1921

3-3

RECEIVED
MAR 12 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I observe that bids have been received covering the construction of Gaston-Yamhill section of the highway which apparently involves two crossings of our line; one at Wapato and the other one mile east of Yamhill.

If I am correct, will you kindly give me such maps and other information as will enable me to provide for necessary improvement between our rails at the time the highway is paved?

Yours truly,

R J Mercier

Superintendent

March 2, 1921.

Mr. G. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File P R. 51

Dear Sir:

Herewith we are enclosing sixteen maps and typical section for the Yamhill - Gaston Section. It is our intention to assign this project No. 51. Profile of the section is being forwarded you under separate cover.

We regret that we are unable to furnish you with detail estimate and unit price analysis at the present time. The information for the compilation of these is being prepared in the field and we expect to supply these to you by the end of the week.

Very truly yours,

[redacted],
State Highway Engineer,

By
Office Engineer

Dict. by J. W. DeYoung,
[redacted]

...TES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

...LEASE
...FER TO FILE No.

February 25, 1921.

P.R.J-1

State Highway Commission,
Salem,
Oregon.

Gentlemen:-

Special provisions for the Yamhill-Gaston section of the West Side Highway, submitted with your letter of February 25th, have been examined and found satisfactory.

Ys. being printed B.P. 10. map

We request that you furnish us before the opening of bids with plans and profile, detail estimate, typical section and unit cost analysis for the work included in this project. In view of the fact that you have no plans and profile prepared in accord with our requirements, we will accept your standard road profile until such time as standard Federal Aid plans can be prepared.

Yours very truly,

C. L. McKesson
Acting District Engineer.

RECEIVED
MAR 1 1921

March 11, 1931.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File FH-61

Dear Sir:

Herewith we are sending you three copies of project statement on the Gaston-Yamhill Section, Oregon Federal Aid Project No. 51. These statements have been signed by the Highway Commission and supersede the ones previously sent you which had been signed by Mr. Bunn.

Very truly yours,

HERBERT BUNN,
State Highway Engineer.

By

Office Engineer.

Dic. by J. W. DeCoum,

EC

Enc.

STATE Oregon

PROJECT NO. [redacted]
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) March 8, 1921.

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter [redacted], Laws of 1920.
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by The State Highway Department assumes responsibility for maintenance.

1. Local name of road Gaston-Dunhill
2. Located between Gaston and Dunhill, County of [redacted]
3. Points of beginning and ending From the Washington County Line, south of Gaston, to the city limits of Dunhill.
4. Length in miles (gross) 7.68 (net) 7.68

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4156

5. Miles of project used as post route 5.00; miles not used as post route 5.0 miles, new location.

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

New road will be post route for entire length. Entire valley very fertile - land suitable for truck gardening, hill slopes for orchards. Considerable merchantable timber standing on hills. Probably increase of 25% in population.

Present road impassable throughout winter months for through travel, except horse drawn vehicles.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None.

8. Tolls collected on roads or bridges on this project, if any None.

9. Is project part of State's five-year program heretofore submitted? No.

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Section of important state highway which will serve to travel throughout its entire length.

11. Improved roads adjacent or contiguous and type of each Highway north is being advertised for pavement. Highway south of Kimhill is paved.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 4, (*b*) passenger motor vehicles 20, and (*c*) horse-drawn vehicles 4

13. Local traffic, approximate average daily number of (*a*) trucks 8, (*b*) passenger motor vehicles 20, and (*c*) horse-drawn vehicles 10

14. Description and present condition of traveled way Very poor macadam throughout. Almost dirt road in places where macadam has disappeared in heavy winter travel.

15. Proposed width of surfacing 18 ; feet between ditches 24 to 30 ft ; approximate maximum gradient 6.7 per cent.

16. Proposed type of construction 7" concrete pavement, 18' wide, 3' shoulders.

17. Location, nature, and extent of deposits of local materials suitable for use on this project... Rock hill about 3/4 mile southeast of a point 4 miles from Sexton and 8 miles from Grants.
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet... None.
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by... State
(State or (and) county.)

20. Amount of funds which will be available for construction: (a) State $ 158,257.00 and such additional amounts as may be required. Sale of bonds authorized.
(Amount.) (Source; refer to statute.)

(b) County None
(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State
(State or (and) county.)

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department respecting the State funds which are or will be available for construction.

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

Oregon State standard form of contract and contractor's bond.

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project.

8—4256

(State in lump sum or percentage, but not both.)

supported by the plans.

In addition to the Project Statements which were sent you yesterday, we have prepared additional copies which will be signed by the Commission on the 8th. They will be sent to you immediately thereafter.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. T. DeSouza,
Encl.

25. Reconnaissance estimate of cost of project:

Made by C. E. [redacted] Date [redacted], 19[redacted]

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
1,000	Cu. yds.	Excavation, [redacted]	1	00	1,000	00
	Sq. yds.	Surfacing of				
8,000	lin ft	6" Porous Drain Tile		25	2,000	00
65	cu yds	Class "C" Concrete	25	00	1,625	00
100,000	sq yds	Preparation of Sub-grade		05	5,000	00
75,000	sq yds	7" Concrete Pavement	3	05	227,250	00
22,000	lin ft	Expansion Joints		12	2,640	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
1,000	lbs	Bar Reinforcement		10	100	00
1,000	cu yds	Sub-base	2	25	2,250	00
4,000	cu yds	Shoulders	3	25	12,600	00
25	cu yds	Backfill for Tile	3	25	94	25
21,100	lin ft	Shoulders		08	1,688	00
400	cu yds	Clay Filler for Shoulders	1	00	400	00
All Required		Widening of Roadbed,				
		Ditches, etc.	Extra Work		2,000	00
				Subtotal	270,048	25
				10% Engineering and Contingencies	27,004	92
				Total	296,814	17

Length, 7.60 miles.

Cost, $ 39,210.60 per mile.

This estimate approved by:

S. H. Probst

(Title) Office Engineer.

26. Amount of Federal aid desired $ 153,257.08

(State in lump sum or percentage, but not both.)

Payment desired on completion or as work progresses [redacted]

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

[redacted]

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

(Official title of Highway Department.)

By

[redacted]
(Title of officer.)

By

[redacted]
(Title of officer.)

By

[redacted]
(Title of officer.)

27. Payment desired on completion or as work progresses [redacted]

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

[redacted]

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

[redacted]
(Official title of Highway Department.)

By [redacted]
(Title of officer.)

By [redacted]
(Title of officer.)

By [redacted]
(Title of officer.)

8—4254

March 4, 1925.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File 71-51.

Dear Sir:

Herewith we are sending you five copies of Unit Price Analysis and Estimate of Cost on the Gaston-Timhill Section, Oregon Federal Aid Project No. 51.

This estimate which we are sending you is not to be used as a basis for the Project Agreement. As soon as the detailed plans for the project are prepared, we will submit with them an estimate based on the contract prices and the quantities supported by the plans.

In addition to the Project Statements which were sent you yesterday, we have prepared additional copies which will be signed by the Commission on the 5th. They will be sent to you immediately thereafter.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. T. DeCoursa,
MH
Encl.

Oregon State Highway Department. Federal Aid Project No. 51a

Design - Yamhill Section of the Tualatin Valley

Highway in Yamhill County.

(Estimate to accompany plans. Not as basis for Project Agreement.)

7.68 miles.

Salem, Oregon, March 4, 1921.

1,000	cu yds	Excavation	At $	1.00	$ 1,000.00
8,000	lin ft	6" Porous Drain Tile		.35	2,800.00
65	cu yds	Class "C" Concrete		25.00	1,625.00
100,000	sq yds	Preparation of Sub-grade		.08	8,000.00
73,000	sq yds	9" Concrete Pavement		3.45	251,850.00
22,000	lin ft	Expansion Joints		.15	3,300.00
1,000	lbs	Bar Reinforcement		.10	100.00
6,000	cu yds	Sand or Gravel for Sub-base		5.85	23,100.00
4,000	cu yds	Broken Stone or Gravel for Shoulders		3.85	15,400.00
25	cu yds	Rock for Drain Tile		3.85	96.25
21,100	lin ft	Shoulder Construction		.08	1,688.00
400	lin ft	Filler for Shoulders		1.00	400.00
All Required		Widening Roadbed, etc.		Extra Work	2,000.00
				Sub-total	$316,189.25
				10% Engr. & Cont.	31,656.81
				Total	$347,775.17

Cost per mile $45,285.22

State Funds Available $192,175.17

Federal Aid Funds " 155,600.00

$347,775.17

UNIT PRICE ANALYSIS

Section, Canton - Tyrrell.

County, Tyrrell.

Concrete Pavement, 16 ft wide. Average Thickness 7 inches.

	Cement: Bbls.	Sand Cu. Yd.	Gravel Cu. Yd.	Pavement Sq. Yd.
Point of Origin, not	Canton	Portland	Portland	
Cost at Point of Origin, (f.o.b.)	.75	1.50	1.75	
Crushing, Screening, etc.				
Freight	.16	1.70	1.60	
Length of Haul (f.o.b. to plant)	2.2	2.2	2.2	
Hauling, Handling, etc.	.06	.72	.81	
Total	.97	3.92	3.76	
10% Loss in Handling	.10	.40	.38	
Total	1.07	4.32	4.14	
Quantity per cu. yd. of Concrete	5.46	.8	.75	
Cost of Materials per cu yd of Concrete	5.84	3.46	3.11	12.42
Mixing, per cu. yd. Concrete				1.00
Placing Forms, etc., per cu. yd. Concrete				1.00
Total				14.42
Cu. Yds. Concrete per sq. yd. Pavement				.1944
Cost per sq. yd. Pavement				2.75
Finishing, Curing, etc., per sq yd				.25
Preparation of Subgrade, per sq yd				None
Equipment, Overhead, etc., per sq. yd.				.10
Total Cost to Contractor, per sq. yd.				3.00
15% Profit to Contractor				.45
Estimated Bid Price				3.45

March 8, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PE 51.

Dear Sir:

Herewith we are sending you three copies of project Statement on the Gaston - Yamhill Section. We have assigned this project No. 51.

You will note that these Statements have not been signed by the Highway Commission. This is occasioned by the fact that the Commission does not meet until March 8th. and you have advised that you desire them before that time. Mr. Munn has signed two of these copies which we trust will be satisfactory.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By
Office Engineer

Dict. by J. W. McCunn.
MH

STATE Oregon

PROJECT NO. 52

(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) March 5, 1921.

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 51, Laws of 1920.

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by The State Highway Department assumes responsibility for maintenance.

1. Local name of road Gaston - Yamhill
2. Located between Gaston and Yamhill, County of Yamhill
3. Points of beginning and ending From the [illegible]ington County Line, south of Gaston, to the city limits of Yamhill.
4. Length in miles (gross) 7.68 (net) 7.68

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4256

5. Miles of project used as post route 2.68; miles not used as post route 5.0 miles, new location.

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

New road will be post route for entire length. Entire valley very fertile - land suitable for truck gardening, hill slopes for orchards. Considerable merchantable timber standing on hills. Probable increase of 25% in population.

Present road impassable throughout winter months for through travel, except horse-drawn vehicles.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None.

8. Tolls collected on roads or bridges on this project, if any None.

9. Is project part of State's five-year program heretofore submitted? No.

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Sections of important state highway which will soon be paved throughout its entire length.

11. Improved roads adjacent or contiguous and type of each Highway north is being advertised for pavement. Highway south of Yamhill is paved.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 4, (*b*) passenger motor vehicles 20, and (*c*) horse-drawn vehicles 4

13. Local traffic, approximate average daily number of (*a*) trucks 8, (*b*) passenger motor vehicles 30, and (*c*) horse-drawn vehicles 10

14. Description and present condition of traveled way Very poor macadam throughout. Almost dirt road in places where macadam has disappeared in heavy winter travel.

15. Proposed width of surfacing 16; feet between ditches 24 to 50 feet; approximate maximum gradient 4.7 per cent.

16. Proposed type of construction 7" concrete pavement, 16' wide, 2 ft shoulders.

17. Location, nature, and extent of deposits of local materials suitable for use on this project. Rock hill about 3/4 mile southeast of a point 6 miles from Gaston and 2 miles from Yamhill.

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet. None.

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State.

(State or (and) county.)

20. Amount of funds which are/will be available for construction: (a) State 153,257.09 and such additional amounts as may be required. Sale of bonds authorized.

(Amount.) (Source; refer to statute.)

(b) County None.

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State.

(State or (and) county.)

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department respecting the State funds which are or will be available for cons[illegible]

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project Oregon State standard forms of contract and contractor's bonds.

25. Reconnaissance estimate of cost of project:

Made by C. W. Wenner Date March 1, 21

Approximate Quantity.	Unit.	Item.	Price.	Amount.
			1 00	$ 1,000 00
1,000	Cu. yds.	Excavation, ____% rock		
	Sq. yds.	Surfacing of		
8,000	lin ft	6" Porous Drain Tile	25	2,000 00
65	cu yds	Class "C" Concrete	25 00	1,625 00
100,000	sq yds	Prep. of Sub-grade	05	5,000 00
73,000	sq yds	7" Concrete Pavement	3 25	237,250 00
22,000	lin ft	Expansion Joints	12	2,640 00
		Structures of 20′ span or under		
		Structures over 20′ span		
		Other items		
1,000	lbs	Bar Reinforcement	10	100 00
1,000	cu yds	Sub-base	3 85	3,850 00
4,000	cu yds	Shoulders	3 85	15,400 00
25	cu yds	Backfill for Tile	3 85	96 25
81,100	lin ft	Shoulders	08	6,488 00
400	cu yds	Clay Filler for Shoulders	1 00	400 00
All Required		Widening of Roadbed, ditches, etc.	Extra Work	2,000 00
			Subtotal	278,649 25
			10% Engineering and Contingencies	27,864 92
			Total	306,514 17

Length, 7.68 miles.

Cost, $ 39,910.69 per mile.

This estimate approved by: S. A. Thrust

Office Engineer.

(Title)

26. Amount of Federal aid desired 153,257.08 (State in lump sum or percentage, but not both.)

9—4256

Office Engineer.

27. Payment desired on completion or as work progresses As work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission.
(Official title of Highway Department.)

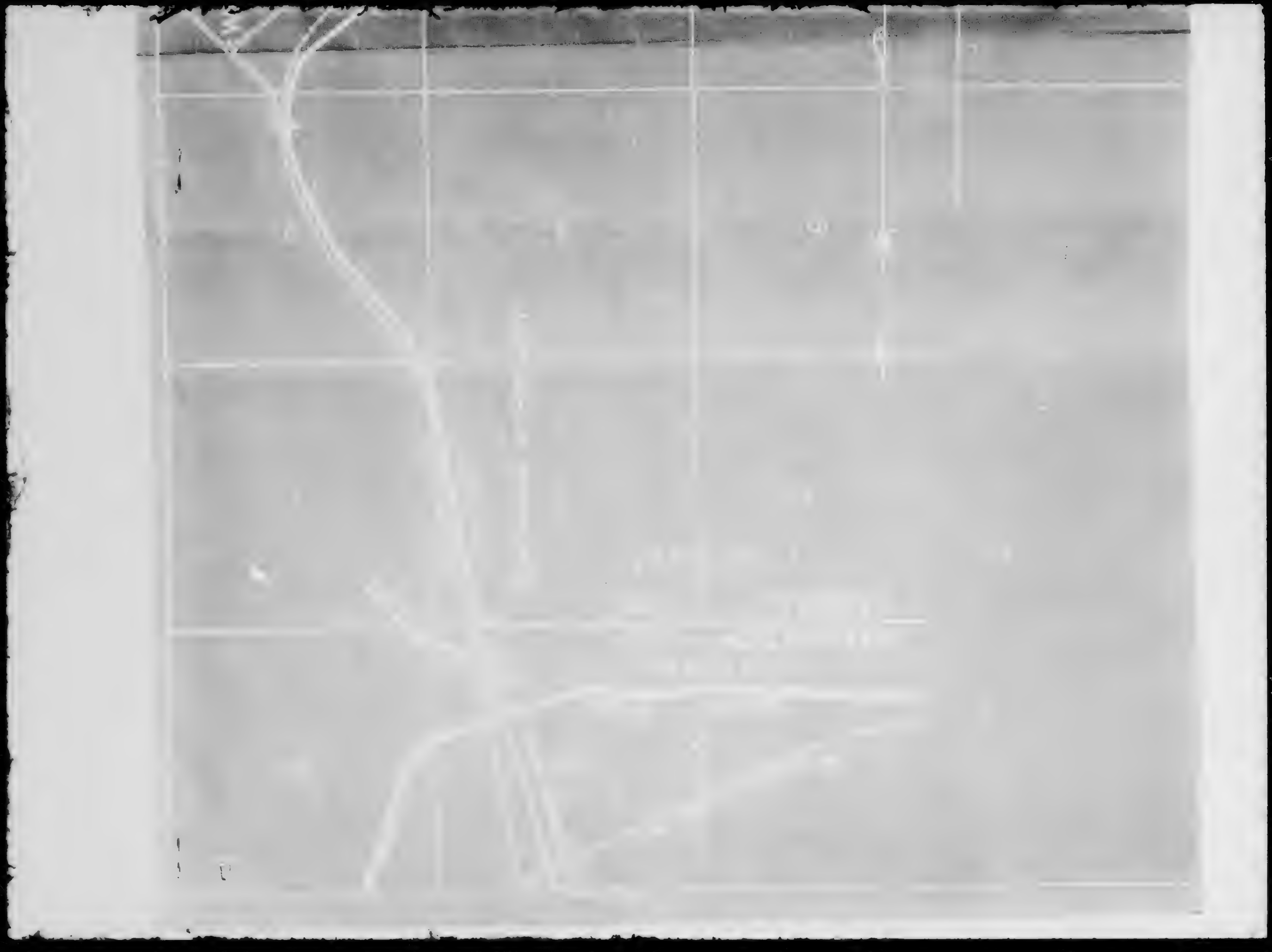
By State Highway Engineer.
(Title of officer.)

By
(Title of officer.)

By
(Title of officer.)

8—4256

[redacted] Highway Engineer.



Feb. 25, 1925.

Mr. O. W. Wanner,
Division Engineer,
819 N. W. Bank Bldg.,
Portland, Oregon.

File FP-52

Dear Sir:

The Federal Government has tentatively agreed to cooperate on the paving between Easton and Idanhill, and it has been decided to make this a Federal Aid Project.

We are enclosing herewith a copy of the Project Statement which we propose sending to them, but we are unable to furnish complete information from the records available in this office. Will you kindly go over this Project Statement and fill in the information required on all items which have been indicated by red checks.

We would also request that you fill in the unit prices in the estimate with the prices which you wish used. These same prices will be used in the Engineer's estimate for comparison of bids which we will submit to the Highway Commission.

The Federal Government requests that we submit unit price analysis of our estimated cost of paving. One of our standard forms of this analysis is enclosed and we would request that you prepare this in support of the unit price which you give for concrete pavement. We believe that you will find this form self-explanatory.

Very truly yours,

[redacted]
State Highway Engineer.

By
Office Engineer.

Dic. by J. W. DeYoung,
MF

FORM 4 1920-6-30

P. BENSON, PORTLAND, CHAIRMAN
A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Portland Ore
2/19/21

Mr Herbert Hunn
State Highway Engr
Salem Ore --

RECEIVED
FEB 21 1921
STATE HIGHWAY ENGINEER

PR # 51

Dear Sir :

Confirming my phone message of today - I took up the Gambell - Easton paving question with Mr Purcell and Mr McKeown of the U.S. Public Roads Dept. - On account of soil tests, made by them, they would like that part of the section to be paved, lying between Sta 115 - and Sta 300 - (3½ miles) have a run of bank gravel, sand or rock subbase, using about 1375 cu yds per mile - This would require about 5000 - cu yds extra over what I estimated - If this was done, then their idea was, then to reduce the 8" to 7" concrete for the other 4½ miles, which they thought would be of sufficient thickness considering their soil tests, and the saving in price of 1" thickness in pavement for the 4½ miles, would practically cover the cost of the extra subbase above mentioned -

I think they will recommend Federal Aid anyway, but are rather insistent upon having some rock, gravel or sand beneath the pavement between the above Stations -

COMMISSIONERS

ENGINEER AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

No #2 Gumbell - Eastside

My recommendations are that you call for the 8" pavement all through, retaining the original estimate plan, and as a compromise, call for an extra 2000 cu yds run or less of run of bank gravel, to be used as a cushion, where necessary, between the stations mentioned which I think will satisfy them.

Yours respectfully
C. W Wanzer

P. S. apologies for hand writing no Stenographer handy this Saturday P.M.

C.W.W.

Sup.

CONTRAC #343
SEE:
CONTRAC # 233

27

343 CFE: Contract 233

CONTRACT # 360
SEE:
CONTRACT # 262

2

360 SEE: Contract 262

CONTRACT # 376

SEE:
CONTRACT # 198

376 SEF: Contract 198

CONTRACT# 380

PR 47 Unit 5, Agate Trail 1920-1921

380

PPCT
Unit 1

December 21, 1921

National Surety Company,
c/o L. P. Welch, Agent,
Corbett Building,
Portland, Oregon.

#380

Gentlemen:

The purpose of this letter is to advise you of our intention to release to William von der Hellen, who has contract No. 380, all but 3% of the retained percentage on the Trail-Agate Section of the Medford-Crater Lake Highway in Jackson County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

FORM 516 1926-6-01

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]SON, PORTLAND
W. H. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon,
Dec. 9, 1921.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. Probert.

Dear Sir:-

Herewith Estimate #7; Contract #380; Job 15PA-5; Federal Aid Project 47; Agate - Trail Section of the Crater Lake Highway; Contractor, Wm von der Hellen.

This work is completed and ready for final payment.

I am forwarding by express the following final records:-

69 Material Receipt Books
5 Daily Report Books
1 Roll Profile

Very truly yours,

K E Hodgman

RECEIVED
DEC 10 1921
HIGHWAY ENGINEER

K. E. Hodgman
Div. Engineer.

160

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job Name ..... Trail Acres .....

..... Mt. Hood .....

Highway ..... Mt. Hood .....

County ..... Job Prefix. F .....

Date ..... Dec 4 ....., 192 1 .....

Week from ..... 11- ..... to ..... 12/4 .....

Mail Address ..... Estacada .....

Telegraph or Telephone Address .....

Express and Freight Address .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

KEM

DEC 11 19[illegible]

STATE HIGHWAY E[illegible]

Signed .....

Title .....

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 14.35

Miles completed 14.35

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

1 cletrac + 6 grader .....trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party 4

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 15PA-5 *Percentage* 20

Other jobs 15GF *Percentage* 20

Other jobs 15MR *Percentage* 15

Other jobs 15VC *Percentage* 45

FORM 5A 1921-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. D. [redacted]YEON, PORTLAND
W. [redacted]DARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon,
Nov. 23, 1921.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
NOV 26 1921
STATE HIGHWAY ENGINEER

Attention of Mr. Probert.

Dear Sir:-

I recommend that 12% of the retained 15% be paid on Estimate #6; Contract #380; Federal Aid Project #47; Wm. Von der Hellen, Contractor.

Also that 12% of the retained 15% be paid on Estimate # 3; Contract # 446; J. L. Calvert, Contractor.

Very truly yours,

K E Hodgman

K. E. Hodgman,
Div. Engineer.

Pay 97%

FORM 64 1000-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] VEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon,
Nov. 23, 1921.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
NOV 26 1921
STATE HIGHWAY ENGINEER

Attention of Mr. Probert.

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Also that 12% of the retained 15% be paid on Estimate # 3; Contract # 446; J. L. Calvert, Contractor.

Very truly yours,

K E Hodgman

K. E. Hodgman,
Div. Engineer.

Pay 97%

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
JUN 23 1921
STATE HIGHWAY ENGINEER

Date June 17, 1921.

Job Name Trail-Eagle Sec. Eagle Point

Highway Pacific Highway

County Jackson Job Prefix

Week from 6/11 to 6/17

Mail Address Eagle Point

Telegraph or Telephone Address

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Rec'd ltr from Eller placed between
[illegible] to cover rock
[illegible]
[illegible] arrived at Little
Eagle [illegible]
[illegible]

Signed [illegible]

Title Jr. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ..... 1 .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 14.35 .....

Miles completed ..... 0 .....

Miles partially done ..... Sand Fills .....

Average daily yardage placed this week ..... 130 Sand .....

Average daily yardage necessary to complete on time ..... 310 Gravel if started by July 1

Contractor's average force for week ..... 7 .....men,

..... 3 .....teams, ... 2 ..... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about ..... Nov. 30 .....

Number men in Engineering Party ..... 5 .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 15PA-5 *Percentage* 10

Other jobs 15PA *Percentage* 20

Other jobs 15PA-1 *Percentage* 40

Other jobs 15PA-2 *Percentage* 30

CONTRACT # 386,
536, 756,

PR 59 Holmes Gap-Rickreall 1921-1925

386.536.756

#75-27 PE
09-57

January 22, 1925.

The Aetna Casualty & Surety Company.
Bates, Lively & Pierson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway contract No. 756 for the moving of two frame buildings on the West Side Pacific Highway at Richmond, has been completed by the contractor, G. S. Beckett, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 31st, 1925.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

99.59

December 27th, 1924.

Mr. G. S. Locket,
Forest Grove, Oregon.

Dear Sir:

Herewith enclosed please find a fully executed copy of the contract awarded to you by the Highway Commission for the moving of certain buildings in the Town of Rickreall. This copy is for your information and files.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:ER

Enclosure

99.09

December 27th, 1924.

Mr. G. S. Locket,
Forest Grove, Oregon.

Dear Sir:

Herewith enclosed please find a fully executed copy of the contract awarded to you by the Highway Commission for the moving of certain buildings in the Town of Rickreall. This copy is for your information and files.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:ER

Enclosure

09-59

November 7, 1924.

ST 25

Mr. Geo. E. Lemcke,
Forest Grove, Oregon.

Dear Sir:

We have not as yet received your signed contract for moving of buildings at Rickreall which was sent out to you for signature some time ago. We are in receipt of advice from Bates, Lively & Pearson, who executed your bond upon this contract, that the same is still in the possession of their agent at Forest Grove and that he has been instructed not to deliver the same until satisfactory arrangements for the premium had been made by you.

Please be advised that no payment can be made upon your contract until you have returned your signed contracts and properly executed bond to this office.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By W. D. Clarke

W. D. Clarke,
Division Engineer.

WDC:LM

cc. F. D. Mason, Resident Engineer, McMinnville, Oregon.
cc. File.

LM.

February 26, 1924

Oregon Contract Company,
300 Blake-McFall Building,
Portland, Oregon.

Gentlemen:

Your request for extension of time on contract No. 536, Rickreall-Holmes Gap Section of the West Side Highway in Polk County, was considered at the meeting of the Commission on February 6th and the following action was taken:

"Oregon Contract Company, contract No. 536, Rickreall-Holmes Gap Section, West Side Highway, Polk County, requested an extension of time to March 31, to complete shoulder work. The Engineer recommended that the extension be granted subject to the payment by the contractor of inspection charges subsequent to December 31, 1923. Recommendation approved."

Very truly yours,

State Highway Engineer.

RAK:LM

Form No. 39.

PR37

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Febraury 25 1924, 192

Job Name Rickreall- Holmes Gap Paving

Week from Feb 16 to Feb 23 1924

Mail Address Albany

Highway West Side

Telegraph or Telephone Address 285 J NOTED R.A.K.

County Polk Job Prefix 27PB

Express and Freight Address Albany

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor put on 462½ yds gravel on shoulders and should finish them next week and if he moves along with rolling and shaping shoulders up may finish by March 1. Have had him put about 20 yds at Holmes Gap for maintenance as needed. Will fix Grants driveway.

Signed E A Collier

Title

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 5.64

Miles paving completed all

Average daily sq. yds. this week 0

Miles shoulders completed both sides 0

Contractor's average force for week 8 *men,*

2 *teams,* *trucks*

Percentage of total required yardage now in place 100%

Job will be completed about March 5 1924

Number men in Engineering Party 1

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PTP-59
FAP-59

Jan. 29, 1924.

Oregon Contract Company,
300 Blake-McFall Bldg.,
Portland, Oregon.

Gentlemen:

With reference to the matter of sand used upon the sub-grade of the Holmes Gap-McKenzie Section.

In going over the file relating to this job, I find that under date of June 26th, 1923, Mr. Whitmore wrote, stating that "the contractor", meaning your representative in charge of this work, I presume, had agreed to furnish the material which was being used on the job at $1.60 per cubic yard, and that a letter would be written to this effect. Such letter does not appear in the files, but it is apparent that that was the price which was agreed upon at that time for such material as was to be used and paid for for that purpose. If you will forward an agreement for that price to cover such material, upon the understanding that all of the material so used is to be paid for at that price, I will agree to that arrangement and see that the amount is included in your next estimate.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

W. D. Clarke,
Division Engineer.

WDC:EE

CC File

CC to E. A. Collier

December 27, 1923

Oregon Contract Company,
300 Blake-McFall Building,
Portland, Oregon.

RR-59

Gentlemen:

The purpose of this letter is to advise you that your request for an extension of time on contract No. 536, Rickreall-Holmes Gap Section of the West Side Highway, was presented to the Highway Commission for their consideration at the last meeting on November 27th, and the following action was taken:

"OregonContract Company, contract No. 536, Rickreall-Holmes Gap Section of the West Side Highway, requested an extension of time to December 31, 1923. The Engineer reported that the paving had been completed and that the shoulder work only remained to be done, and recommended that the extension be granted without penalty. Recommendation approved."

Very truly yours,

State Highway Engineer.

R:K:LM

FORM 2A 52203 5M-9-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. [illegible]AN DUZER, PORTLAND
W. [illegible]MALONE, CORVALLIS
} COMMISSIONERS

27 P 13

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

R 769

OREGON STATE HIGHWAY COMMISSION

SALEM

Dec 17, 1923

Mr W D Clark

Dear Sir

I have talked with Mr US Grant about his driveway at his farm at Holmes Gap. There was no drain under it and ditch was cut through it. Am putting in 12" GI pipe.

Yours Respectfully

P P Whitmore

NOTED
W. D. CLARKE

Dec. 1st, 1923.

Mr. U. S. Grant,
618 Main Street,
Dallas, Oregon.

Dear Sir:

Replying to your letter of November 24th, it is not the policy of this Department in reconstructing the highway, to destroy the entrances which have been constructed by property owners, without replacing them. We cannot, however, undertake to construct new crossings where none have existed before.

Your letter has been referred to our resident engineer in charge of the construction work, between Rickreall and Helmes Gap, with instructions to handle your situation in accordance with the policy indicated above.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

W. D. Clarke,
Division Engineer.

WDC:ER

STUD BUCK NEWMO

U. S. GRANT

BREEDER OF

PURE BRED REGISTERED ANGORAS

NOTED FOR STRONG CONSTITUTION, LARGE SIZE,
FINENESS OF FIBER, LENGTH OF STAPLE
AND DENSITY OF COVERING

POSTOFFICE BOX 145

DALLAS, OREGON, Nov 24" 1923. 192__

Mr.Roy Klein,

Salem,Oregon.

My Dear Sir:-

I have a farm of 900 acres on the West side Highway at Holmes Gap,I had two crossing that lead from the old highway in to the place, one for the main gran filed,and the other that went into the farm house, the cdntractor did nothing in the way of fixing the crossing into the field,but left a large ditch for me to try and get across the best way I can.Now wht I want to know is this,have I got to do this work myself,or will the State commission fix these crossings for me. Even the trucks of the contractor tore the gate that leads to the field all to pieces,and never fixed it up in good shape,allthough he promised the Man on the farm that he would doso,if I have to fix these crossing it will be rather expensive to me.hauling gravel so far.,

Thanking you for a prompt reply.

I am yours very respectfully,

U.S. Grant

618 Main St.

27 PB

Dec. 1, 1923.

RP 2-9

Mr. P. P. Whitmore,
Resident Engineer,
Rickreall, Oregon.

Dear Sir:

With reference to the attached correspondence from Mr. U. S. Grant, I do not recall whether this matter has been discussed in any detail with you, but it is desired to follow the policy in the construction or reconstruction of highways where private entrances or crossings are destroyed or made inaccessible by our ditches or other construction work, to restore or replace them with equally serviceable crossings.

In places where this is best done by the installation of a culvert pipe in our ditch, such pipe should be not less than 12 inches in diameter, and should be no longer than is necessary to make a reasonably serviceable entrance. Ordinarily, I should imagine about 12 feet. The kind of pipe to be used will depend upon conditions. Where a fill of some depth is to be made over the pipe, 12 inch sewer pipe or even perhaps porous drain tile will often be adequate. In other places where the fill is not so deep, 12 inch concrete culvert pipe should be used, and in still other places where there is probability that wagon wheels might actually rut down to the top of the pipe, a corrugated metal pipe should be used.

As indicated in my letter to Mr. Gray, we cannot undertake to construct new crossings. This work must be done by the interested property owner, but we will undertake to replace existing crossings as outlined, in order that the work may be done in a satisfactory manner. The pipe may be laid to a proper elevation and grade in order that the entrances and crossings throughout the section may be reasonably uniform.

Please look into this matter and be guided by the foregoing.

Very truly yours,

W. D. Clarke,
Division Engineer.

WDC:ER

DAVE PUGH
PHONE
1346-W

JIM IMLAH
PHONE
82F11

WEST SIDE GRAVEL CO.

SAND, GRAVEL AND CEMENT
PHONE 946
WEST SALEM, OREGON

PR 59

Salem, Oregon.

Dec. 12-1923.

Oregon Contract Co.,
360 Blake-McFall Bldg.,
Portland, Oregon.

Gentlemen:-

We note that you still owe us $ 1537.86 on the Rickreall-Holmes Gap job. Since this job has been completed for some time, then may we have a check to cover this amount, as we would like to close the account before the first of the year.

Yours respectfully,
West Side Gravel Co.,
By.....

Carbon Copy to
Highway Commission.

December 5, 1923.

Oregon Contract Company.
300 Blake McFall Bldg.,
Portland, Oregon.

PR #59

NOTED
R. A. K.

Gentlemen:

Reply to your letter of October 19th, in regard to industrial insurance in connection with force account work, has been delayed pending consideration of the different features involved and pending receipt of advise from our attorney.

The accidents which have occurred in connection with force account work under your contracts have undoubtedly had considerable to do with the increases which the Industrial Accident Commission has made in your insurance rates since the accidents occurred, and there is no question but what these increases in rates have resulted in considerable extra expense to you. However, that extra expense is an indirect expense, and it is quite definitely stated in your contract that the fifteen per cent allowance on labor cost and the five per cent allowance on material cost, which are made in connection with payments for force account work, are to compensate the contractor for just that sort of expense. This being the case, our attorney advises us that we are precluded from making any further allowance to cover same.

We cannot, therefore, allow this expense to offset the $209.48 claimed in reimbursement for overpayment to you on accident insurance premiums.

Very truly yours,

ROY A. KLEIN
State Highway Engineer.

By

Office Engineer.

BHP:TW

Oregon Contract Co.
F. W. Enright injured 10-[illegible]-1921
" 10-7-1921
Theo. Kay
Enright not a [illegible]
plus 2 on 10-18-1921
[illegible]

Enright paid 619.93
" 795.68
Kay 1465.61

Total contributions to June 30-1922 1340.87
Total payments to June 30-1922 1895.94

NTRACT COMPANY

AKE McFALL BUILDING
LAND, OREGON

October 19th. 1923.

#209.45

Engineer,
ssion,

letter of the 17th instant regarding
rial Accident Commission, we request
leration the following facts in connection

s injured in connection with force account
while driving his team grading ditches a horse
t off his toe. The commission paid out the
ction with this injury: March 7-1922 $31.50,
h 23-1922 $10.00, Jamary 19th 1922 $48.23,
Jamary 31-1922 $25.00, February 17th 1922
$48.23, February 17th 1922 $24.00, April 22nd 1922 $48.23, May 29-1922
$48.23, May 29-1922 $66.00, June 5th 1922, $9.27, $4.00, June 9th 1922
$245.51.

Mr. Theodore Kay, was injured in connection with force account work October 7th 1921 and the following amounts were paid out by the Commission in connection with this injury: January 12th 1922 $60.67, Febguary 2nd 1922 $60.67, February 10th $9.60, February 15th 1922 $4.10, February 23rd 1922 $10.00, March 3rd 1922 $60.67, March 4th 1922 $12.00, March 21st 1922 $10.00, March 21st 1922 $11.00, April 12th 1922 $436.30, April 12th 1922 $67.67 and $31.00, April 14th 1922 $12.00, May 12th 1922 $10.00.

It was largely on account of the above two injuries that our rate of contribution to the Industrial Accident Fund was raised to 15% above the base rate of 2.45 for the past two years.

We trust that you will find that the increase in our contributions since the injuries above referred to will more than offset the amount of the refund for which you have billed us.

Very truly yours,

Oregon Contract Company

Theo Kay

ANSWERED
H Probst

NTRACT COMPANY

IKE McFALL BUILDING

LAND, OREGON

October 19th. 1923.

Engineer,
ission,

etter of the 17th instant regarding
rial Accident Commission, we request
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while driving his team grading dishes a horse
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$48.23, February 17th 1922 $24.00, April 22nd 1922 $48.23, May 29-1922
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It was largely on account of the above two injuries that our rate of contribution to the Industrial Accident Fund was raised to 15% above the base rate of 2.45 for the past two years.

We trust that you will find that the increase in our contributions since the injuries above referred to will more than offset the amount of the refund for which you have b[illegible] us.

Very truly yours,

Oregon Contract Company

ANSWERED
Prob

OREGON CONTRACT COMPANY

300 BLAKE McFALL BUILDING
PORTLAND, OREGON

October 19th. 1923.

#209.43

Mr. S.H. Probert, Office Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Replying to your letter of the 17th instant regarding refund by the State Industrial Accident Commission, we request that you take into consideration the following facts in connection with the bill presented:

Mr N.W. Faught, was injured in connection with force account work on October 22nd 1921. while driving his team grading ditches a horse stepped on his foot and cut off his toe. The commission paid out the following amounts in connection with this injury: March 7-1922 $31.50, March 21-1922 $48.23, March 23-1922 $10.00, Jamary 19th 1922 $48.23, January 19th 1922 $13.50, Jamary 31-1922 $25.00, February 17th 1922 $48.23, February 17th 1922 $24.00, April 22nd 1922 $48.23, May 29-1922 $48.23, May 29-1922 $66.00, June 5th 1922, $9.27, $4.00, June 9th 1922 $245.51.

Mr. Theodore Kay, was injured in connection with force account work October 7th 1921 and the following amounts were paid out by the Commission in connection with this injury: Jamary 12th 1922 $60.67, February 2nd 1922 $60.67, February 10th $9.60, February 15th 1922 $4.10, February 23rd 1922 $10.00, March 3rd 1922 $60.67, March 4th 1922 $12.00, March 21st 1922 $10.00, March 21st 1922 $11.00, April 12th 1922 $436.30, April 12th 1922 $67.67 and $31.00, April 14th 1922 $12.00, May 12th 1922 $10.00.

It was largely on account of the above two injuries that our rate of contribution to the Industrial Accident Fund was raised to 15% above the base rate of 2.45 for the past two years.

We trust that you will find that the increase in our contributions since the injuries above referred to will more than offset the amount of the refund for which you have billed us.

Very truly yours,

Oregon Contract Company

ANSWERED
11 Probert

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

November 21, 1923

R. A. Klein
State Highway Engineer
Salem

Dear Sir:

I have before me the letter written by the Oregon Contract Company, under date of October 19th, to S. E. Probert, Office Engineer, with respect to injuries which resulted to two men in the employ of the Oregon Contract Company, and the Company's request for an adjustment because it is claimed the insurance rates were raised as a result of the said two accidents, and I notice your request for advice as to whether or not the contractors' request can be granted and the State highway Commission make compensation as requested by the contractor.

I have carefully considered the nature of the accidents which resulted in the injuries complained of, and I am frank to say that I know of no way in which the State Highway Commission could justify a disbursement of highway funds for a claim such as the one now presented by the Oregon Contract Company.

There is nothing to indicate that the work being done as force account work was more hazardous, or that the accidents resulted because of the nature or character of the force account work. In fact, the accidents are such as could have as readily occurred on any other portion of the work covered by the contract with the Oregon Contract Company, and since there is nothing at all about the circumstances which in any way discloses that accidents of the same type or character could not or would not happen upon any other kind of highway construction, I do not believe that the Commission could justify such claim or adjustment as the contractor now seeks. Therefore, I must report adversely upon this matter.

Very truly yours,

J. M. Devers
Assistant Attorney-General.

JMD:EB

Cont. # 624.

270.B-1

PR 59 P.

December 5, 1923.

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Gasco Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 624 for the construction of a bridge over Bashet Slough on the West Side Highway in Polk County has been completed by the contractor, Oregon Contract Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 15th 1923.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contractors.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

"F 5386"

November 13, 1923.

PG 37

Fidelity & Deposit Company of Maryland,
E. E. Pinney, Agent,
Gasco Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that it is the intention of the State Highway Commission to make semi-final payment to the Oregon Contract Company on contract No. 536, Rickreall-Hilmes Gap Section of the West Side Highway in Polk County.

This payment will be made on or after November 23rd 1923.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

Contract #5346-C
Polk County

December 1, 1923.

PR 5-9

Fidelity & Deposit Company of Maryland,
Re E. Pinney, Agent,
Gasco Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to the Oregon Contract Company on contract No. 550, Rickreall-Holmes Gap Section of the West Side Highway in Polk County.

Very truly yours,

ROB A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

October 20, 1925.

Mr. D. C. Allard, Manager,
Portland-McMinnville Stage Line,
Stage Terminal, Park and Yamhill Sts.,
Portland, Oregon.

PR #59

Dear Sir:

Reference is made to your recent inquiries in regard to the Holmes Gap-Rickreall Section of the West Side State Highway.

The pavement on this section will be opened to traffic beginning Saturday, October 27th.

It is the intention of the Department to improve the approaches to the railroad crossing at Holmes Gap as a part of the necessary work to complete the work under the paving contract, and it is expected that this particular item will be taken care of within the next two or three weeks. The work to be done at this point will make the crossing passable to your long stages.

Very truly yours,

ROY A. KLEIN
State Highway Engineer.

By

Office Engineer.

SHP:TW

September 10, 1925.

PR-59

NOTED
R.A.K.

Mr. P. P. Whitmore,
Resident Engineer,
Rickreall, Oregon.

Dear Sir:

It is expected that contract for the Rickreall Bridge will be awarded to W. D. Hoffman, and will be handled as a State contract. In connection with that, it is desired that the approach fills be completed this Fall, if possible, in order that they may be settled and in shape for paving next year.

Although this is technically in the division in charge of Mr. Sawyer, because of its proximity to your work, it is desired that it be considered in our division, and handled by you. These fills are to be paid for by the State.

The County is to move the barn just west of the old bridge and furnish borrow pit there, and we will have Lacey, who is now at Tillamook but will be through there in a few days, make the fill with State forces.

Please get in touch with the County Court, and have the barn moved at once.

If you do not have in your office the record of alignment and grades for the section covering the bridge and approaches, please come to the Salem Office and get the information you need through the Bridge Department, or Mr. Skelley.

The roadbed should be 18' on the east side and 18' on the west side, the extra 5' being allowed for sidewalk.

Very truly yours,

Division Engineer.

WDC:AP

RRPB
27
RR 5-4

September 17, 1923.

Mr. P. P. Whitmore,
Resident Engineer,
Rickreall, Oregon.

Dear Sir:

Severe criticism hasbbeen directed by the State Highway Engineer at the supervision of your paving work North of Rickreall, due to the fact that on two different Sundays quite recently, pavement laid during the preceding day has been found exposed to a very hot drying sun, and without apparent effort to have it covered either with canvas or earth.

Inspection on work of this kind should be continued not only during the actual laying of the pavement, but long enough - continued into the next day, if necessary - to assure the pavement's being properly covered and wet.

I presume that these instances and similar ones which it must be assumed have occurred on other Sundays, are due to the fact that Guy has been living in Salem, and therefore probably has not gone out to the job on Sunday. The condition, however, should be corrected, and the inspector should be required to report on the job for this purpose on Sunday, if necessary.

Very truly yours,

Division Engineer.

WDC:AP

27PB
RR-59

September 17, 1923.

Mr. F. P. Whitmore,
Resident Engineer,
Rickreall, Oregon.

Dear Sir:

With reference to the attached bill for extra thickness of pavement at the Basket Slough Bridge, I think it would be better, rather than submitting it in the form of a bill, to obtain a letter from the contractor, agreeing to the price of $11.00 per cubic yard for concrete in pavement of extra thickness, and include the amount of two cubic yards as an item on your regular estimate sheet.

I figure the $11.00 price to be the contract price of $2.16 per square yard converted to a cubic yard basis, and as such is satisfactory.

Notes of the dimensions of such extra thickness would of course be included in your final record for the information of the Checking Department. The bill has been withheld from payment, and may be included in your next monthly estimate.

Very truly yours,

Division Engineer.

WDC:AP

OREGON CONTRACT COMPANY

300 BLAKE McFALL BUILDING
PORTLAND, OREGON

September 15, 1923.

SEP 17 1923

OREGON STATE HIGHWAY COMMISSION,

To Oregon Contract Company, Dr.

To Extra Thickness of pavement at both ends of Basket Slough Bridge on Rickreall-Holmes Gap Section, West Side Highway, Polk County, paved August 31st, 1923.

Extra depth at each end average .25'by 20' width by 5.4' length average equals 27 cub. ft. each.

2 cub. yds. Concrete @ $11. per cub. yd. $22.00

O.K. Sept 15, 1923
PP Whitmore
27PB531

Note - Shelf on bridge abutment 12" below floor of bridge extra thickness of pavement to meet floor of bridge and shelf provided.

FORM 88 81700 SM-6-23

WILLIAM DUBY, SALEM, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. M. MALONE, CORVALLIS
} COMMISSIONERS

Co

27 PB
P.R. 54

RECEIVED
AUG 22 1923
OREGON
STATE HIGHWAY COMMISSION

GEO. A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

Aug 21st 1923

Mr. Stone

Mr. W. J. Clark

Dear Sir

The best detour for Salem - Independence traffic is to leave West Side Hwy 1 mi south of County road # 7 to the East road to the east end of Pedwell Slough on the Williamson road and east to Oak Grove road thence south to Salem Dallas Hwy. It is better road than Crowley - road and is

Notify me [illegible] if [illegible]

71 PB

July 25, 1923.

Mr. P. P. Whitmore,
Resident Engineer,
Rickreally, Oregon.

PR 39

NOTED
R. A. K.

Dear Sir:

Referring to your letter of June 26 and to our conversation upon the same subject last week, I think that we should not be required to pay for sand used for dressing of the subgrade under concrete pavement where it is used solely for the purpose of making possible a smoother subgrade which will only serve to reduce the cost of subgrade preparation and pavement to the contractor, and is not necessary or justified for reasons of interrupting capillaries in the soil.

I think there is very little, if any of the Holmes Gap-Rickreall Section where soil conditions are such as to warrant the use of a sand cushion. If such a sand cushion were to be made, it should be made considerable thicker than the layer of sand which the contractor has been using for smoothing up the subgrade. When used in the manner which he has been doing, the sand would, I think, accomplish no appreciable results, except to facilitate the smoothing up of the subgrade, and as such, the expense is to be borne by the contractor, if the sand is to be used.

Very truly yours,

Division Engineer.

DC:AP

FORM 5A 1000-6-23

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

N. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

NOTED
R. A. K.

HERBERT NUNN
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1923
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
SALEM

June 26 1923

Mr W J Clark

Dear Sir

I would like to be permitted to use a little sand on the sub grade in some places. We can keep a perfect grade if we use just enough to drag ahead of the templet. The contractor here is producing sand which is too dirty for concrete which he will deliver on the job for $1.60 per Cu Yd. He said he would write a letter to that effect. I have been laying grades for forms with the idea of getting a good profile and saving the metal already on the road surface. There are some low places of short length. I would like to use a little sand in these. If we can have 3 Cu Yds per station or total of 800 Cu Yds for the job the cost would be $1280 and it would give us an excellent footing to spread concrete on and save us much friction with Contractor regarding the condition of the sub grade. It would also save some shoulder material as we have to throw much of that in ahead of

FORM 8A 10M-8-38

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

R. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

the templet and it is too coarse to handle satisfactorily. If I set the forms low enough to have material from the road surface for blanking the forms and doing all filling necessary it takes nearly all metal off the road.

The proceedure now is to fine grade and roll and set forms on one side and store sand & gravel (+rock) on that side. Then refine grade the other side & set forms. It is difficult to have a true subgrade which the templet fits to precisely without use of any sand. With it we can expedite the work and this job is going very slow at best. It seems impossible to hold a crew together.

Respectfully Yours

P P Whitmore

27PB

July 5, 1923.

OTED
R. A. K.

PRH 5-1

Oregon Contract Company,
Blake McFall Building,
Portland, Oregon.

Gentlemen:

The situation on the Holmes Gap-Rickreall Section with respect to water supply and its effect upon progress of the work is far from satisfactory, doubtless no more so to this department than to you. It is called to your special attention, with the request that immediate steps be taken to secure an adequate water supply.

While not wishing to dictate how or where such supply shall be obtained, it seems to us that valuable time and a considerable expense is being unnecessarily wasted by attempting to develop wells and springs which at the very best, can not be expected to furnish a satisfactory supply. It is suggested that the only really feasible way of meeting the situation is to pipe water from Rickreall. The expense of this supply is purely one of furnishing the necessary pipe and pumping, a perfectly definite item, whereas the repeated failure of make-shift supplies from springs, etc., is causing delay and added expense to the paving work itself, which would unquestionably greatly exceed the additional cost of an adequate supply of water from Rickreall.

Please give this matter your very careful and prompt attention in order that there may be no further unnecessary delay in the work.

Very truly yours,

ROY A. KLEIN
State Highway Engineer .

By

Division Engineer .

JDC:AP

27 PB

May 1st, 1923.

PR#59

NOTED
R.A.K.

Mr. P. P. Whitmore,
Resident Engineer,
Rickreall, Oregon.

Dear Sir:

In connection with the paving of the three-quarter mile gap north of Holmes Gap, please give special attention to the establishing of the grade for the pavement at the small concrete bridge near the south end of the section.

You will observe that this bridge was constructed for a grade line a foot or so lower than the present top of the gravel surfacing. After the bridge was constructed it was found necessary to raise the grade across the bottom north of the bridge and extending over the bridge itself. It will be desirable to hold the finished grade of our pavement as low as we can over this bridge, without losing the benefit of our gravel subgrade on either side. It is expected that paving over the bridge itself will be omitted by the paving contractor and will be filled in by the Bridge Department in connection with some work which will be necessary in raising and widening the curb. It will be handled by them so as to permit the insertion of necessary reinforcing and tie rods into the pavement and avoid a considerable amount of hand drilling and similar work which is ordinarily necessary when curbs are widened.

Void

It would be well I think, to forward sketch profile showing the section adjacent to the bridge as soon as you have laid the grade so that the matter may be taken up with the Bridge Department further.

Very truly yours,

Division Engineer.

WDC:AP

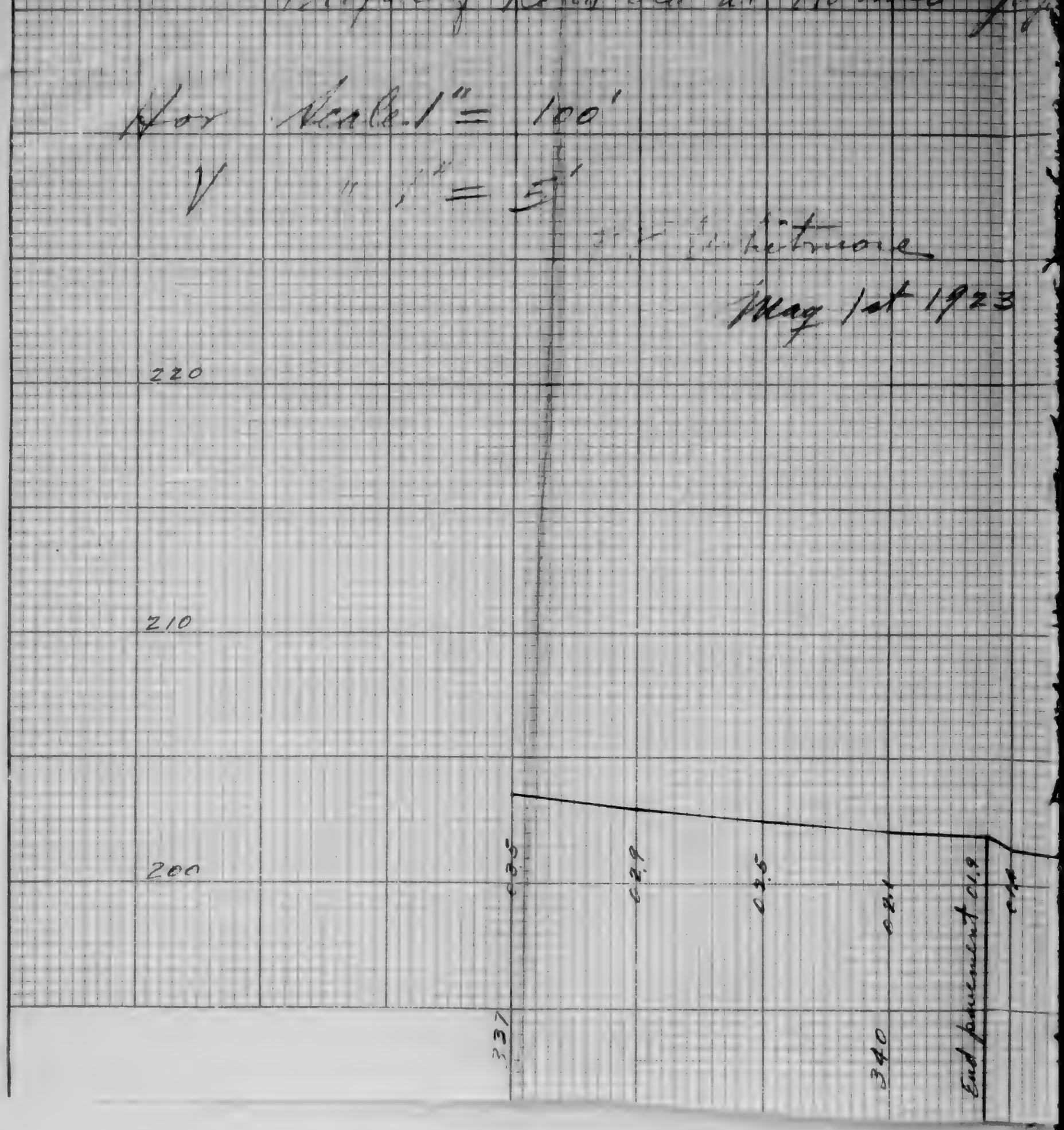
Profile of Road Bed at Holmes St.

Hor. Scale 1" = 100'

V " " = 5'

Altimore

May 1st 1923



End pavement 01.9

01.8

01.7

00.9

00.8

00.9

00.8

00.7

00.7

345 00.6

00.5

00.5

00.5

00.7

00.7

00.7

00.6

00.6

Elevation Assumed for the
top of Manhole at end of
road and Elevation of road
at Intersection of Elbow

0012

+00

+00

900

900

L00

L00

900

900

900

L00

L00

L00

L00

L00

L00

600

600

800

L00

555

356

Via Appia
Collatina
Vertavillo

	00.4	
	00.4	01.00
	00.4	01.06
	00.6	01.12
	00.5	01.18
360	00.6	01.25
	00.7	01.31
	00.8	01.37
	00.9	01.44
	00.9	01.5
	01.3	01.6
	01.4	01.7
	01.3	01.7
	01.3	01.7
	01.1	
365 +13	01.4	
	01.4	
	01.7	
	01.8	

Elev of Floor of Bridge 2014

02.3
02.5
02.8
03.4
04.4
04.8
05.2
05.7
06.1
06.7
370
07.2
07.8
08.4
08.8
09.2
09.7
10.4
12.0
13.0
14.0
14.7
15.6
16.5
375

375

15.6

16.5

17.4

18.4

19.0

19.7

19.8

19.6

18.9

17.8

End foundation

16.2

380

15.6

14.7

13.8

12.8

11.8

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
[illegible] BARRATT, HEPPNER
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

ER 57

HERBERT NUNN
STATE HIGHWAY ENGINEER

PRR

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAY 16 1923
OREGON
STATE HIGHWAY COMMISSION

Detour for Bethel - Dallas Traffic.

May 15-1923

Mr. W. D. Clark
Salem, Ore.

After going over the different routes for detours I find as follows the best routes are.

To Dallas

McCoy west to Perrydale (2.4 mi) Perrydale to junction of Salem Dallas Hwy in Dallas (8.6 mi) Total 11.0 mi Gravel Road

To Salem

McCoy East to Bethel (1.3 mi) Bethel East to Lincoln which place is on Hopewell-Salem Road (6.1 mi) Lincoln So to junction with Salem-Dallas Hwy at Salem Brdg (5.8 mi) Total 13.2 mi - Gravel Road

From Bethel south thru Oak Grove to Salem-Dallas Highway is distance of 8.3 mi partly graveled & very hilly. From this junction to Salem Bridge is distance of 6.9 mi making total of 15.2 mi

To Independence

McCoy - Bethel - (1.3 mi) Bethel south thru Oak Grove to junction Salem Dallas Hwy (8.3 mi) Partly graveled & hilly. This junction is 2.5 miles east of Richreall.

Yours Truly
P P Whittemore

Date of closing will be phoned in later.

Form No. 31.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Apr 15th, 1933

Job Name Paving Richreal-Holmes Co.

Week from Apr 8th to 15th

Mail Address Box 76 Richreal

Highway West Side

Telegraph or Telephone Address Richreal

County Polk Job Prefix 27 PB

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Oregon Contracting Co have had 6 men at Richreal for the past Week building grade timbers and rigging cable lines etc. They are now prepared to haul in gravel.

I have been erecting a camp and getting equipment and supplies necessary for the job.

I received instructions to take charge of maintenance between Salem and Dallas and Richreal and Junction of West Side & Mc Minnville-Tillamook Hwys, and I saw E A Callicott relative thereto.

It will be necessary to frame out timber approaches to Amity bridge Monday Apr 16th and detour the traffic for 2 or 3 days. I will put up necessary detour signs Monday morning

This will be by car dept before print

NOTED
W. D. CLARKE

Signed P P Whitmore

Title Res Eng

(See back of this sheet for instructions and detailed information.)

OREGON CONTRACT COMPANY

300 BLAKE McFALL BUILDING
PORTLAND, OREGON

21 P B

March 21st, 1923.

Mr. W. D. Clarke, Division Engineer,
Salem, Oregon.

Dear Sir:

Replying to your favor of the 20th inst. wish to state that we expect to start work on the Rickreall job about April 1st if the weather permits. We are now at work installing gravel plant at Rickreall Creek and as soon as it is ready to produce which we expect will be about April 1st, we will start grading work and setting of strips at the beginning of project Sta. 340 plus 80.

Yours very truly,
OREGON CONTRACT COMPANY
By

NOTED
W. D. CLARKE

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

.....teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... 6 men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party Rw Eng Only

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 27PB ..... *Percentage* 100%

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

FORM A 20681-1000-1-23

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

R. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Newberg Oregon April 10 1923

Mr W D Clarke
Division Engineer State Highway
Salem Oregon

RECEIVED
APR 11 1923
OREGON
STATE HIGHWAY COMMISSION

Dear Sir;

Last Thursday afternoon I drove to Sheridan to see Patrolmen Kreutzer and Pringle. Kreutzer said Russell told him to send his time to him hereafter, that you had arranged to let Russell look after that section. Pringle has sent his weekly report to me. Shall I send it on to Russell?

When Oregon Contract Co starts hauling over Rickreall Holmes Gap road I think the maintenance of grade should be done by them, the State paying for such gravel as is necessary.
I suppose when Whitmore comes out there he will handle it but if he is not there shall I take our patrol off?

Yours Truly

E A Collier

Resident Engineer

NOTED
W. D. CLARKE

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

March 6, 1923.

PR - 59

Gentlemen:

Herewith we are enclosing six copies of revised estimate on the Holmes Gap-Rickreall Section, Oregon Project #59. This estimate has been revised to include the latest contract prices on the Basket Slough Bridge.

You will recall that the structure was originally advertised last year, but owing to difficulties in Polk County, the award was held up for sometime. When it was decided to go ahead with the construction, the contractor did not care to accept the contract, and the work was readvertised.

As the amount of Federal funds is very little different than the cooperation given in the project agreement, it will be satisfactory to us to simply substitute this estimate at the present time, and to leave the Federal funds as they now are. It may be advisable, however, to request a modification of the agreement at a later date, but this is a matter that can be taken up again in the future. Please advise us which action you deem preferable.

Very truly yours,

HERBERT HUNN
State Highway Engineer

By

Office Engineer

Dict. by J. W. DeSouza

EH

enc.

OREGON STATE HIGHWAY DEPARTMENT

PROJECT NO. 59

HOLMES GAP-RICKREALL SECTION OF THE WEST SIDE HIGHWAY IN POLK COUNTY

Salem, Oregon, March 6, 1923.

Paving					
74,100	Sq. Yds.	Preparation of Sub-Grade	.05	$ 3,705.00	
47,000	" "	Concrete Pavement, Unit 1	2.16	101,520.00	
7,000	" "	Concrete Pavement, Unit 2	2.21	15,470.00	
16,100	Lin. Ft.	Expansion Joints	.14	2,254.00	
4,000	Cu. Yds.	Broken Stone or Gravel	2.60	10,400.00	
59,700	" "	Shoulder Construction	.02	1,194.00	
800	" "	Filler	.50	400.00	
300	" "	Excavation	.75	225.00	
Force Account Grading				5,000.00	
					$140,168.00
Basket Slough Bridge-Sta. 645/40					
125	Cu. Yds.	Class "A" Concrete	21.00	2,625.00	
14,000	Lbs.	Reinforcement	.07	980.00	
650	Lin. Ft.	Piling	1.25	812.50	
90	" "	Concrete Handrail	5.00	450.00	
210	Cu. Yds.	Excavation	1.50	315.00	
20	" "	Excav. below plans	2.00	40.00	
				5,222.50	
		Sub-total		$ 145,390.50	
		10% Engr. & Cont.		14,539.05	
				$ 159,929.55	

Length of project 5.66 net

Cost per mile $28,256.10

State Funds Available $62,153.86

Federal Aid Requested 97,775.69

$ 159,929.55

Federal Aid Recommended _____

If M.A. is not executed use 60% on interstate ests

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

March 8, 1923.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Oregon Proj. No. 59, Holmes Gap-Rickreall Sec.

Reference is made to your letter of March 6.

No action is necessary on your part in the way of revising estimates at the present time, in view of the fact that increased cooperation is not now requested. The estimates which you forwarded will be filed. If, before completion you desire a modification of the Project Agreement to cover increased Federal aid, we will at that time forward the estimates of March 6, to be used as a basis of the Modified Project Agreement.

As you know, when agreement estimate prices differ from contract prices, we prepare an estimate, for purposes of auditing, using agreement estimate quantities and contract prices. Where contract prices are higher than estimate prices, this results in a reduced percentage of Federal aid, and this reduced percentage is used in determining amount of Federal aid payable on intermediate vouchers.

Very truly yours,

[signature]

District Engineer.

PRN-9

January 24, 1923.

U. S. Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Gentlemen:-

Reference is made to the Basket Slough Bridge, Oregon Federal Aid Project No. 59. Bids were received for the construction of this bridge on May 31st, 1922, the low bid being submitted by Tobin & Pierce at the following prices:-

Class A Concrete	125 cu. yds.	at	$18.00	= $ 2,250.00
Metal Reinforcement	14,000 lbs.	"	0.07	= 980.00
Piling	650 lin. ft.	"	0.50	= 325.00
Concrete Handrail	90 " "	"	5.00	= 450.00
Excavation	210 cu. yds.	"	1.50	= 315.00
Exc. below elev. shown	20 " "	"	1.00	= 20.00
Removal of old bridge & maintenance of traffic	Lump Sum			= 25.00
			Total	= $ 4,365.00

This bid was satisfactory, but no contract was entered into on account of a disagreement between the County Court of Polk County and this department. This disagreement was settled recently and Tobin & Pierce were asked on November 29th, 1922 if they still cared to enter into a contract on a basis of their old proposal. They replied that they did not which makes it necessary that the work be re-advertised. This is now being done and bids are to be taken on February 6th.

We trust that you will be able to approve the contract made on the basis of bids received on that date.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

MR:GG

Bridge Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

October 7, 1922.

RECEIVED
OCT 10 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon 59,(West Side Highway, Holmes Gap-Rickreall section, 5.66 miles concrete paving), have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,

C. H. Purcell

District Engineer.

WHT

RECEIVED
OCT 10 1922
OREGON
STATE HIGHWAY COMMISSION

Form P. R. 2
State Oregon
Project No. 59

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

OCT 7 1922

RECEIVED
JUN 30 1922
OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of July, 1922

by and between the State Highway Commission of Oregon, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes" and as further amended by the Federal Highway Act, approved November 9, 1921 (Public No. 87, 67th Congress)

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the [illegible] day of November, 1921

a project statement, which was approved by the Secretary on the 23rd day of May, 1922, as amended by revised project statement submitted on April 29, 1922, and approved by the Secretary on June 12, 1922, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the District Engineer on May 23, 1922, and approved by the Secretary on the 4th day of August, 1922; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

ninety-seven thousand, one hundred eighty-two and 21/100

dollars ($97,182.21) as the share of the United States payable under said act on account of said project, which does not exceed 41.3373 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State ...$44,416.38 and such additional amounts as may be required.
By act of the Legislature of (date and citation), appropriating dollars.
from sale of bonds authorized by Legislature under Chapter 175, Laws of 1917, and Chapter 51, Laws of 1920

*(b) By the Count..... of .....
By tax levy or bond issue authorized by act of ..... (date and citation).

*(c) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between ...survey sta. 723+63.4 at Rickreall, and survey sta. 340+80 about two miles north of Holmes Gap, excepting therefrom about 8,443 lin. ft. between stations 379+57 and 464

terminal points, a distance of 5.66 miles, known locally as the Holmes Gap-Rickreall Section of the Pacific Highway, Polk County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary. STRICKEN OUT

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) The Highway Department hereby agrees that within five years after the completion of the improvement of said project as contemplated under this agreement it will construct, with or without Federal Aid, an overcrossing and approaches over the railroad between survey stations 444+98 and 464, and a bridge over Rickreall Creek approximately 400 ft. south of the beginning of this project, in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary of Agriculture or his authorized agents.

(d) It is agreed that the construction work necessary in shaping earth shoulders and ditches and dressing slopes may be performed by force account. Such construction work shall be paid for on the basis of the actual cost of the work performed.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed

(*a*) the said sum of ninety-seven thousand, one hundred eighty-two and 21/100

dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673

per cent of one hundred fifty-eight thousand, nine hundred fifty-eight and 80/100

dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

STRICKEN OUT

.....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of Oregon (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $24,454.69 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

and of Nov. 9, 1921

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

STRICKEN OUT

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 4th day of August, 1922.

STATE HIGHWAY COMMISSION OF OREGON

(Official title of Highway Department.)

By .....

Chairman, State Highway Commission

(Title of officer.)

By .....

Member, State Highway Commission

(Title of officer.)

[SEAL.]

By .....

Member, State Highway Commission

(Title of officer.)

By .....

(Title of officer.)

By .....

(Title of officer.)

By .....

(Title of officer.)

[SEAL.]

.....

Acting *Secretary of Agriculture.*

(1123

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey sta. 725+62.4 at Rickreall, and survey sta. 340+80 about two miles north of Holmes Gap, excepting therefrom 8,443 lin. ft. between stations 379+57 and 464 locally known as the Holmes Gap-Rickreall Section of the Pacific Highway, Polk County, and designated in the records of this Department as Project No. 59, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $ 158,958.80 as the total estimated cost of said project, and the sum of $ 97,182.21 as the share of the United States, payable under said Act on account of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this 4th day of August one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin

Acting *Secretary of Agriculture.*

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 59

Halsey Cap-Rickreall Section of the West Side Highway in Polk County.

(Estimate to be substituted as basis for Project Agreement. Based on Contract Prices.)

5.66 Miles of Paving — Salem, Oregon, June 3, 1922.

74,100	Sq. Yds.	Preparation of Sub-grade	.05	3,705.00
47,000	Sq. Yds.	Concrete Pavement, Unit 1	2.16	101,520.00
7,000	" "	Concrete Pavement, Unit 2	2.21	15,470.00
16,100	Lin. Ft.	Expansion Joints	.14	2,254.00
4,000	Cu. Yds.	Broken Stone or Gravel	2.60	10,400.00
59,700	Cu. Yds.	Shoulder Construction	.02	1,194.00
300	" "	Filler	.80	400.00
300	" "	Excavation	.75	225.00
Force Account		Grading		5,000.00
Rankai Slough Bridge Sta 645 + 42				
125	Cu. Yds.	Class "A" Concrete	18.00	2,250.00
14,000	Lbs.	Reinforcement	.07	980.00
650	Lin. Ft.	Piling	.50	325.00
90	" "	Concrete Handrail	5.00	450.00
210	Cu. Yds.	Excavation	1.50	315.00
20	" "	Excav. below plan elev.	1.00	20.00
			Sub-total	$144,808.00
			10% Engr. & Cont.	14,480.80
Cost per mile - $28,084.89			Total - - -	$158,988.80

State Funds Available $61,776.59
Federal Aid Requested 97,182.21
$158,958.80

Federal Aid Recommended - - - - - - - - - - - - -

July 25, 1928.

Mr. H. J. Hildeburn,
Roseburg, Oregon.

Dear Sir:

Your attention is called to the fact that the specified time for completion of your contract No. 386 for grading of the Holmes Gap-Riedgrenil Section expired September 30, 1921.

Under the regulations of this department, as per circular letter of the State Highway Engineer, dated February 15, 1928, Division Engineers are directed to hold up all estimates received subsequent to the expiration of contract time or granted extension thereof until written request for time extension is received.

Applications for extension of time should be forwarded to the Division Engineer, and must be accompanied by written consent of the surety.

Very truly yours,

W. D. Clarke,
Division Engineer

WDC:AP

cc H. A. Gallibby, Dis. Engr
Riddlesdale, Oregon

June 6th, 1922

Mr. C.H.Purcell
Bureau of Public Roads
Post Office Bldg.
Portland, Oregon

File PR 59

Dear Sir:-

Herewith we are sending six copies of estimate to be substituted for the project agreement estimate of Holmes Gap-Nickreal Section, Oregon Federal Aid Project No.59.

This estimate is revised to include the contract prices on the Basket-Slough Bridge at Sta. 645 + 40.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

Mic by J.W.DeSousa
VLB
(Incl.)

B.R.59

POLK COUNTY

HOLMES GAP-RICKREALL SECTION

BRIDGE NO. 827 OVER BASKET SLOUGH NEAR RICKREALL.

OREGON FEDERAL AID PROJECT - NO. 59.

Class A Concrete	125 cu. yds.	$18.00	$ 2,250.00
Metal Reinforcement	14,000 lbs.	0.07	980.00
Piling	650 lin. ft.	0.50	325.00
Concrete Handrail	90 " "	5.00	450.00
Excavation	210 cu. yds.	1.50	315.00
Exc. below elev. shown	20 " "	1.00	20.00
Removal of old bridge & maintenance of traffic	Lump Sum		25.00

Total - - - - - - - - - $ 4,365.00

Est from Br. Dept
6-20-25

May 22nd, 1922.

Mr. O. E. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PR 59

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for project agreement, on the Halsey-Rickreall Section, Oregon Federal Aid Project No. 59.

This estimate has been prepared to include the Basket Slough Bridge.

Four blue print sets of plans on the Basket Slough structure are today being forwarded to you, under separate cover.

Yours very truly,

HERBERT KUHN,
State Highway Engineer.

By

Office Engineer.

Dic. by J.W.DeSousa
CWO
Encls

Oregon State Highway Department — Project No. 59

Haines Gap-Hickreall Section of the West Side Highway in Polk County.
(Estimate as basis for Project Agreement. Based on contract prices except Basket Slough Bridge.)

5.46 miles of Paving — Salem, Ore., May 24, 1929.

74,100	Sq. Yds.	Preparation of Sub-grade	.05	3,705.00
47,000	" "	Concrete Pavement, Unit 1	2.16	101,520.00
7,000	" "	Concrete Pavement, " 2	2.21	15,470.00
16,100	Lin. Ft.	Expansion Joints	.14	2,254.00
4,000	Cu. Yds.	Broken Stone or Gravel	2.60	10,400.00
59,700	Lin. Ft.	Shoulder Construction	.02	1,194.00
800	Cu. Yds.	Filler	.50	400.00
300	" "	Excavation	.75	225.00
	Force Account	Grading		5,000.00

Basket Slough Bridge, Sta 645 + 40

125	Cu. Yds.	Class "A" Concrete	25.00	3,125.00
14,000	Lbs.	Reinforcement	.06	840.00
650	Lin.Ft.	Piling	1.25	812.50
90	" "	Concrete Handrail	4.50	405.00
210	Cu. Yds.	Excavation	2.50	525.00
20	" "	Excav. below plan elev.	5.00	100.00

Sub-total	$145,975.50
10% Engr. & Cont.	14,597.55
Total	$160,573.05

Cost per mile - $29,359.79

State Funds Available - $62,403.94
Federal Aid Requested - 98,169.11

$160,573.05

Federal Aid Recommended - - - - - - - - - - - - - - -

May 4th, 1932.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File SR 59

Dear Sir:

Herewith we are enclosing six copies each of estimate, unit price analysis, and special provisions on the Hickreall-Holmes Gap Section, Oregon, Federal Aid Project No. 59.

Four blueprint copies of paving plans are being sent under separate cover.

Our Bridge Department is now preparing a design for a reinforced concrete structure across Basket Slough, and copies of these plans, with a detailed estimate, will be forwarded to you as soon as the design of the structure is completed.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J.W.DeSouza
CMC
Encls

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 89

Rickreall-Holmes Gap Section of the West Side Highway in Polk County.
(Estimate with plans. Not as basis for Project Agreement.)

8.66 miles of Concrete Pavement — Salem, Oregon, May 1, 1922.

Unit 1. Sta 723 + 92 to Sta 464

64,500	Sq. Yds.	Preparation of Sub-grade	.04	2,580.00
47,000	" "	Type "A" Pavement	2.29	107,630.00
14,000	Lin. Ft.	Expansion Joints	.12	1,680.00
3,800	Cu. Yds.	Broken Stone or Gravel for Shldrs	2.01	7,635.00
52,000	Lin. Ft.	Shoulder Construction	.05	2,600.00
700	Cu. Yds.	Sand or Loam Filler	.75	525.00
200	" "	Excavation, Single Classification	1.00	200.00
Force Account.		Grading		4,000.00

Unit 2. Sta 379 + 50 to Sta 540 + 80

9,600	Sq. Yds.	Preparation of Sub-grade	.04	384.00
7,000	" "	Type "A" Pavement	2.38	16,660.00
2,100	Lin. Ft.	Expansion Joints	.12	252.00
500	Cu. Yds.	Broken Stone or Crsht. Grav. for Shoulders	2.76	1,380.00
7,700	Lin. Ft.	Shoulder Construction	.05	385.00
100	Cu. Yds.	Sand or Loam Filler	.75	75.00
100	" "	Excavation, No Classification	1.00	100.00
Force Account.		Grading		1,000.00

Bridge Sta 648 + 40

Preliminary estimate of cost, 30' R.C. Span — 4,500.00

Sub-total	$150,986.00
10% Engr. & Cont.	15,098.60
	166,084.60

Cost per mile $19,342.56

State Funds Available	$64,545.91
Federal Aid Requested	101,538.69
	$166,084.60

SPECIAL PROVISIONS

Rickreal-Holmes Gap, Paving

TYPE OF PAVEMENT

The pavement to be laid under this contract shall be Portland cement concrete pavement of a type to be hereinafter referred to as "Type "A" Pavement."

It shall have a uniform thickness of seven (7) inches and a basic width of sixteen (16) feet. It shall be constructed from concrete of a 1:2:3 mix. The cross section shall be as indicated on the plans, provided, however, that the width and crown shall be subject to the usual variation on curves, at intersections, and at other places requiring special treatment. Along each side of the pavement shall be constructed a shoulder of broken stone or crushed gravel of the cross-section indicated on the plans.

Concrete pavement shall be constructed in accordance with the standard specifications for "Preparation of Subgrade," 'Portland Cement Concrete Pavement," and "Broken Stone Shoulders" and in accordance with the plans and these special provisions. Preparation of subgrade will be paid for at the price bid per square yard for "Preparation of Subgrade"; Portland cement concrete pavement will be paid for at the price bid per square yard for "Type "A" Pavement"; and broken stone or crushed gravel shoulders will be paid for at the unit prices bid for "Broken Stone or Crushed Gravel for Shoulders" and "Shoulder Construction.

BROKEN STONE OR CRUSHED GRAVEL FOR SHOULDERS.

Shoulders shall be constructed in accordance with the standard specification for "Broken Stone Shoulders", provided, however, that crushed gravel may, at the contractor's option, be used in the shoulder construction instead of broken stone. Broken stone or crushed gravel used in the construction of shoulders will be paid for at the price bid per cubic yard for "Broken Stone or Crushed Gravel for Shoulders." The construction of shoulders will be paid for at the price bid per lineal foot for "Shoulder Construction."

SURFACE EVENNESS.

No portion of the finished surface of pavement shall be more than three-eighths of an inch below a straight edge ten feet in length, nor more than one-fourth of an inch below a straight edge five feet in length, the straight edge in both cases being laid on the pavement parallel to the center-line thereof.

PAY WIDTH OF PREPARATION OF SUBGRADE.

In computing the pay area of preparation of subgrade the width of shoulder shall be considered to be two feet. The pay width of preparation of subgrade where pavement is sixteen feet wide, will therefore be twenty-two feet.

SAND FOR CONCRETE.

The attention of bidders is called to the fact that practically all Willamette Valley sands fail to meet the requirements specified for sand for use in concrete pavement, unless there is added at least one part of crushed or ground material to two parts of sand. The sand situation should be carefully investigated by all bidders.

ONE CONTRACT TO COVER BOTH UNITS.

Contractors will bid upon this work with the understanding that the paving of both Units 1 and 2 will be awarded to the same bidder. Bids for only one of the two units will not be considered.

CEMENT TO BE FURNISHED BY STATE.

Cement for the work to be done under this contract will be purchased by the State Highway Commission and furnished to the contractor at the following price:-

Prices to be inserted here will be furnished prospective bidders about May 8, 1922.

As the cement is incorporated in the work, deductions therefor shall be made from the contractor's estimates.

For cement sacks returned by prepaid freight to the company manufacturing the cement, and accepted for credit by them, the contractor will receive credit at the rate of ten cents (10¢) per sack.

Orders for cement will be placed by the Highway Commission as the material may be required, and the State Highway Commission will at all times endeavor to secure prompt delivery. However, the Commission does not guarantee prompt delivery and will not be responsible to the contractor for any expense suffered as a result of delay in shipment or transportation. It shall be considered that the cement has been delivered to the contractor when the cars reach the specified destination, and from and after that time the contractor shall be responsible therefor. He shall pay, or have deducted from his estimates, all demurrage charges, and he shall bear all loss that may be suffered on account of loss or deterioration of materials after delivery. For such materials as may become lost or unfit for use after delivery, deduction from the contractor's estimates shall be made the same as though the material has been incorporated in the work.

Acceptance of cement in accordance with the above terms is required, and is not optional with the contractor, although in its discretion the State Highway Commission may allow the contractor to purchase direct, part or all of the cement required.

STATE Oregon

PROJECT No. 59 Revised
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) April 20, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter XI, Laws of 1920

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance

1. Local name of road Amity -Rickreall
2. Located between Amity and Rickreall, County of Polk
3. Points of beginning and ending From a point approx. 2.3 miles north of Helmes Cap to a junction with the Salem-Dallas Hwy. at Rickreall
4. Length in miles (gross) 7.27 (net) 5.67

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4356

5. Miles of project used as post route _____; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of West Side Highway. Proposed Federal Aid Secondary Highway

11. Improved roads adjacent or contiguous and type of each Pavement on north and south

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 5, (*b*) passenger motor vehicles 20, and (*c*) horse-drawn vehicles 1

13. Local traffic, approximate average daily number of (*a*) trucks 5, (*b*) passenger motor vehicles 210, and (*c*) horse-drawn vehicles 10

14. Description and present condition of traveled way Graded to State Highway Department Standards. Parts gravelled with temporary surfacing. Inadequate for traffic requirements.

15. Proposed width of surfacing 16; feet between ditches 22; approximate maximum gradient 5 per cent.

16. Proposed type of construction 16' pavement with 2 ft. rock shoulders

17. Location, nature, and extent of deposits of local materials suitable for use on this project gravel deposit in Rickreall Creek at south end of project

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet 30' R.C. Bridge Sta 645 + 40

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are/will be available for construction: (a) State $64,416.38 and such additional amounts as may be required

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 3, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 9, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

(State or (and) county.)

from the following sources: _____
(Refer to statute.)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department standard forms of contract and contractor's bond

25. Reconnaissance estimate of cost of project:

Made by W. D. Clarke Date April 24, 19 22

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
South Unit						
200	Cu. yds.	Excavation, ____% rock	1	00	200	00
47,000	Sq. yds.	Surfacing of Pavement	2	29	107,630	00
64,000	" "	Prep. Sub-grade		04	2,560	00
52,000	Lin.Ft	Shoulder Const.		05	2,600	00
3,500	Cu.Yds	Gravel for Shldrs.	2	01	7,035	00
14,000	Lin.Ft	Expansion Joints		12	1,680	00
800	Cu.Yds	Filler		75	600	00
		Structures of 20′ span or under				
1	only	Structures over 20′ span 30'R.C.			4,500	00
		Other items				
North Unit						
7,000		Pavement	2	38	16,660	00
9,500		Prep Sub-grade		04	380	00
7,700		Shoulder Const.		05	385	00
400		Gravel for Shldrs.	2	76	1,104	00
10		Excavation	1	00	10	00
2,200		Expansion Joints		12	264	00
100		Filler		75	75	00
Extra ditching and regrading, both units.					5,000	00
				Subtotal	105,683	00
				10% Engineering and Contin[illegible]ies	15,068	30
				Total	165,751	30

Length, 5.67 miles.

Cost, $ 28,263.01 per mile.

This estimate approved by:

(Title) Office Engineer

26. Amount of Federal aid desired 101,334.92

(State in lump sum or percentage, but not both.)

8—4256

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

Chairman
(Title of officer.)

By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

27. Payment desired on completion or as work progresses As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

Chairman
(Title of officer.)

By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

9—4256

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No. Oregon F. A. No. 59.

POST OFFICE BUILDING,
PORTLAND, OREG.

February 13, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In connection with Oregon Federal Aid Project No. 59, Holmes Gap - Rickreall Section, West Side Highway, we find several bridge matters which remain to be cleared up. At the north end of the project an over-crossing is proposed to be built at some future time. We believe that in view of the policy of this Bureau and of the State in favor of grade crossing eliminations that some definite policy should be outlined with reference to this crossing. We believe that a time should be set in the project agreement within which this grade crossing is to be eliminated and that some such clause would be necessary to secure the approval of the project. It would seem reasonable to us that a clause be inserted stipulating that an over-crossing be constructed at the north end of this project within three years with or without federal aid.

On the detour made necessary by this exception at the north end of the project we find an I-beam structure over a small waterway. Some reinforcement will probably be necessary to make this small structure safe for probable loading.

A second I-beam structure exists over a waterway about one mile north of Rickreall. The plan submitted to you by us for the reconstruction of this structure provides for a double 15-ft. span timber structure with a pile bent in the center and utilizing the existing abutments at the ends. The existing abutments are in very poor condition and apparently of inferior concrete. A structure of this sort would be only a temporary make-shift although its cost would be considerable. It is not the policy of this Bureau to approve non-participating structures of this type on a paving project especially where the structures remain to be built. We suggest that the you include a permanent structure in the project, if arrangements can not be made to have the structure built by the county and without federal aid funds, as we would be glad to cooperate in a permanent structure at this point.

At the south end of the project there is an existing Howe Truss which is necessary to the proper use of this project. This structure has apparently outlived its usefulness and under present conditions could not be considered safe for a 10-ton truck loading. Some definite arrangements should be made for replacing this structure with an adequate structure, preferably of permanent type. This could also, if you so desire, be included in the project as a participating structure.

As soon as these bridge matters are cleared up we are ready to forward the project statement with recommendations for approval.

Very truly yours,

C. H. Purcell

District Engineer.

By _____
Acting

January 24, 1922

Bureau of Public Roads,
Portland, Oregon.

Oregon Federal Aid Project No. 89
Halsey Cap-Rickreall Section.

Gentlemen:

In response to your letter of January 20th, relative to this project, would say that an overhead structure over the West Side line of the Southern Pacific is not contemplated at this time.

It is our intention to stop the pavement at the beginning of the approaches on each side of the proposed future overhead structure which is slightly south of the present grade crossing, and use the present crossing connecting with gravel road on each side.

The railroad traffic on this branch line is quite light and the vision is good in both directions. It is not thought that the expenditure necessary to separate the grades at this point is justifiable at this time.

Relative to the bridge across the water-course one mile north of Rickreall, would say that this is a 30 foot opening and it is planned to use our standard class A timber structure over this water-course, to be built by the county.

The detail plan of this structure will be forwarded to you under separate cover.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:LM

TATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

...R REPLY PLEASE
REFER TO FILE No. Ore. F.A. 59. Holmes Post Richmond

POST OFFICE BUILDING,
PORTLAND, OREG.

January 20, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

On Oregon Federal Aid Project No. 59 we find that an over crossing will be necessary at the north end of the Project and we note on the sketch map that such a separation of grade is contemplated. Please advise as to the status of this crossing.

We desire information as to provision which has been made for a bridge across a water course about one mile north of Rickreall. If plans have not been made, please advise as to type and by whom it is to be constructed.

Yours very truly,

District Engineer.

Stanton Chamberlain

JAN 23 1922

January 24th, 1922.

The National Surety Co.,
c/o Mr. Edward P. Walch, Resident Agent,
Corbett Bldg.,
Portland, Oregon.

Dear Sir:

Acknowledging the receipt of your letter of January 23rd relative to the Oregon Independent Paving Company's contract #108, more definitely described as the Amity - Holmes Gap Section of the West Side Highway, please be advised that $252,229.25 is not the total amount of the contract. The total amount will be obtainable in about two weeks or when the field engineer's figures on this project have been checked.

We will be pleased to advise you further at that time.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

by

Secretary.

RAK:ES

...ORE PEOPLE THAN ANY ...IET ...OMPANY IN THE WORLD

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York

...SURETY COMPANY

EDWARD P. WELCH
"THE BOND MAN"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON

Jan. ..., 192..

Roy A. Klein, Secretary,
...n ... Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to your letter of January 10th in connection with contract of the Oregon Independent Paving Company for the grading and paving of the Amity-...p ... of the Sil...ton Highway in Yamhill and Polk Counties, will you kindly advise if $352,383.28 ... total amount of this contract.

Trusting to hear from you promptly, and with kindest personal regards, I remain

Yours very truly,

DH:...

Assistant Manager

JAN 21 1922
...WAY ENGINEER

January 20, 1922

Mr. C. M. Bell,
Rickreall, Ore.

File PB-58

Dear Sir:

We are now ready to proceed with the preparation of the Federal Aid plans for the paving of the section of the West Side Highway between Holmes Gap and Rickreall. For this purpose you should forward to us at your earliest convenience a map and profile showing the revised alignment and final grade line. We understand from Mr. Clark that there only remains about one mile on the south end of the project to be completed, and that the alignment on this section will not be changed, and that the profile grade line will very probably be used without changes. Your early attention to the matter will be very much appreciated.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSousa,

ETM

State Oregon

Project No. 59
(Not to be filled in.)

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) November 22, 1921.

THE SECRETARY OF AGRICULTURE,
Washington, D. C

Sir:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of Chapter 31, Laws of 1920
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said

Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance

1. Local name of road Holmes Gap-Rickreall
2. Located between Holmes Gap and Rickreall, County of Polk
3. Points of beginning and ending from a point approximately 0.3 mi. south of the pavement at Holmes Gap to the pavement at Rickreall
4. Length in miles (gross) 4.94 (net) 4.94

Note.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4356

5. Miles of project used as post route 4.24; miles not used as post route - -

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

Through thickly settled agricultural section. Will connect on the south end with continuous pavement to Portland, via Salem.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each none

8. Tolls collected on roads or bridges on this project, if any none

9. Is project part of State's five-year program heretofore submitted? no

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of West Side Highway. Proposed Federal Aid Secondary Highway

11. Improved roads adjacent or contiguous and type of each Will connect with R. R. Overcrossing site on north and pavement on south.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 5, (*b*) passenger motor vehicles 20, and (*c*) horse-drawn vehicles 1

13. Local traffic, approximate average daily number of (*a*) trucks 5, (*b*) passenger motor vehicles 210, and (*c*) horse-drawn vehicles 10

14. Description and present condition of traveled way Graded to State Highway Department Standards. Parts gravelled with temporary surfacing. Inadequate for traffic requirements.

15. Proposed width of surfacing 16; feet between ditches 22; approximate maximum gradient 5 per cent.

16. Proposed type of construction 16' pavement with 2 ft. rock shoulders

17. Location, nature, and extent of deposits of local materials suitable for use on this project Gravel deposit in Rickreall Creek at south end of project
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet none
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State
(State or (and) county.)

20. Amount of funds which are / will be available for construction: (a) State $81,757.50 and such additional amounts as may be required
(Amount.) (Source; refer to statute.)
(b) County
(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State
(State or (and) county.)
from the following sources:
(Refer to statute.)

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Dep[redacted]

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project. State Highway Department standard forms of contract and contractor's bond.

8—1244

25. Reconnaissance estimate of cost of project:

Made by W. D. Clarke Date November 21, 19 21.

Approximate Quantity.	Unit.	Item.	Price.	Amount.
500	Cu. yds.	Excavation, ____% rock	1 00	500 00
47,000	Sq. yds.	[illegible] Pavement	2 75	129,250 00
65,000	" "	Prep. of Subgrade	05	3,250 00
52,500	Lin. Ft.	Shoulder Construction	06	3,150 00
3,000	Cu Yds	Crushed Gravel for Shoulders	2 50	7,500 00
		Structures of 20′ span or under		
		Structures over 20′ span		
		Other items		
Ditching and regarding of earth shoulders				
outside of gravel shoulders and not included				
in area covered by "preparation of subgrade";				
on force account basis				5,000 00

Length, 4.94 miles.

Cost, $ 33,100.20 per mile.

Subtotal	148,650 00
10% Engineering and Contingencies	14,865 00
Total	163,515 00

This estimate approved by:

(Title) Office Engineer

26. Amount of Federal aid desired $1,757.50

(State in lump sum or percentage, but not both.)

S—4256

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State, or County, and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission

(Official title of Highway Department.)

By

Chairman

(Title of officer.)

By

Commissioner

(Title of officer.)

By

Commissioner

(Title of officer.)

8—4256

CONTRACT #392

PR 53 Canby-Aurora 1921

392

May 26, 1928

Mr. F. W. Young,
Resident Engineer,
Oregon City, Oregon.

Dear Sir:

We are in receipt of the attached card from the Southern Pacific Company indicating the arrival of the light house signal which is to be placed at Aurora.

Please arrange to take delivery and request the agent to forward the freight bill for collection through the Salem agent.

Very truly yours,

Secretary.

DARiEM
1 encl.

cc. W. D. Clarke, Office.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

January
Tenth
1 9 2 2

File P.R. 53

Dear Sir:

Herewith we are sending four copies of final voucher on the Canby-Aurora Section, Oregon Federal Aid Project No. 53, in the amount of $4,972.31.

This voucher is accompanied by four copies of certification that no liquidated damages were collected and by one copy of the final estimate.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J.W.DeSouza
CHC
Enclosures

3 PC

PR 5 71

January 9th
1922

Mr. P. P. Young,
Resident Engineer,
Oregon City, Oregon.

Dear Sir:

Referring to your final estimate on the Canby-Aurora Contract No. 392, I note that you have estimated 250.5 cubic yards gravel for sub-grade, etc., at $3.00 per cubic yard. In order that this payment may be approved by the Secretary of State,a written agreement from the contractors,covering the unit price quoted,will be necessary. Please obtain and forward such a statement at your convenience.

Yours very truly,

WDC:CHC

DIVISION ENGINEER.

December 28, 1921

Schnebel & Beattie,
Oregon City, Ore.

Gentlemen:

Your letter of the 27th addressed to H. H. VanWinkle, Attorney General, relative to some claims against the subcontractor under Cummins & LaPoint in connection with highway construction work between Canby and Aurora has been handed to me for reply.

The original contractors, under the terms of their contract with the Highway Commission, are liable for claims contracted for labor or material, whether the claims be contracted by the original contractors themselves or their subcontractors, and the surety company on the original contract is likewise liable for such claims.

I would suggest, therefore, that you take this matter up with the original contractors and with their surety and I believe you will have no difficulty in effecting a settlement.

The surety on the bond furnished by Cummins & La Point is: S. E. Cummins, William DeHaven and W. T. Vinton, all of McMinnville, Oregon.

Yours very truly,

Assistant Attorney General.

JMDeAAP

A. G. BEATTIE

SCHUEBEL & BEATTIE
ATTORNEYS AT LAW
BANK OF OREGON CITY BLDG.
OREGON CITY, OREGON

December 27, 1921.

Mr. I.H. Van Winkle,
Attorney- General,
Salem,Oregon.

Dear Sir:-

Lents Bros of Canby have been furnishing material in connection with the construction of the Pacific Highway between Canby and Aurora, and they have been unable to get their money. A young man by the name of W.C. Woodson has been doing some work on this road in driving a truck and he cannot get his money. The amount due Lents Bros is $153.14 and the amount due W.C. Woodson is $85.65. Cummings and LaPointe are the original contractors but they have sublet a lot of this work and it is the subcontractors who are not paying their bills. Will you please let us know by return mail with whom we may take this matter up, and also who the bondsmen are on the original contract.

Yours very truly,

Schuebel & Beattie

C.S. / F M

Very truly yours,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza.

ETH

Enc.

Dec. 3, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-53

Dear Sir:

Herewith we are enclosing four copies of Voucher on the Canby-Aurora Section, Oregon Federal Aid Project No. 53, in the amount of $24,369.53.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSoura,

ETH

Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

November 28, 1921.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon Federal Aid project No 53 have been executed. We enclose herewith an original copy of the agreement and certificate for your files.

Yours very truly,

Acting District Engineer.

RECEIVED
NOV 30 1921
STATE HIGHWAY ENGINEER

Form P. R. 2

State [redacted]

Project No. [redacted]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this ..... day of ....., 19.....

by and between the State Highway Commission of Oregon

....., constituting

..... Oregon .....

for the purpose hereof, the Highway Department of the State of .....

hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 23rd day of June, 19..... 21

a project statement, which was approved by the Secretary on the 15th day of

September, 19..... 21 for the proposed construction of a project consisting of the

rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 15th day of November, 19.21; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of .....

thirty-one thousand, three hundred twenty-one and 57/100

.....

.....

dollars ($ 31,321.57) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State ..... from sale of Bonds authorized by legislature under (date By act of the Legislature of .....

Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920 .....

and citation), appropriating ..... dollars.

.....

*(b) By the Count..... of .....
By tax levy or bond issue authorized by act of ..... (date and citation).

.....

.....

*(c) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between ..... survey station 0+00 in the town of Canby and survey stalon 194 EC

about one-fourth mile northerly from the town of Aurora .....

.....

terminal points, a distance of ..... 3.617 ..... miles, known

locally as ..... the Pacific Highway, Canby-Aurora Section, Clackamas County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

STRICKEN OUT

(b) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) The Highway Department hereby agrees that within a reasonable time it will place or cause to be placed upon the section of road between said project and Oregon Project No. 7 a surfacing, equivalent in type to the surfacing shown in the plans and specifications approved for said project, and a bridge over Pudding River, by or under the direction of said Highway Department, in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or his authorized agents, with or without Federal Aid; and

The said Highway Department further agrees that until said bridge is constructed it will make such repairs and perform such maintenance as is deemed necessary to maintain in a safe and serviceable condition the existing bridge over Pudding River.

(d) It is agreed that construction work necessary to trim ditches and shoulders may be performed by force account. Such work shall be paid for on the basis of the value of the work performed, but not exceeding the estimated cost thereof as shown in the detail estimate approved for said project.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (a) the said sum of thirty-one thousand, three hundred twenty-one and 57/100 ..... dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of sixty-two thousand, six hundred forty-three and 15/100 ..... dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

STRICKEN OUT

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer, Salem, Oregon

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of Oregon (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 257, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 257 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

.....

STRICKEN OUT

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 15th day of November, 1921.

STATE HIGHWAY COMMISSION OF OREGON

(Official title of Highway Department.)

By .....

Chairman, State Highway Commission

(Title of officer.)

By .....

Member, State Highway Commission

(Title of officer.)

[SEAL.] By .....

Member, State Highway Commission

(Title of officer.)

By .....

.....

(Title of officer.)

By .....

.....

(Title of officer.)

By .....

.....

(Title of officer.)

[SEAL.] .....

Acting Secretary of Agriculture.

Form No. PR. 1. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0+00 in the town of Canby and survey station 196+50 about one-fourth mile northerly from the town of Aurora locally known as the Pacific Highway, Canby-Aurora Section, Clackamas County and designated in the records of this Department as Project No. 55, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $62,643.15 as the total estimated cost of said project, and the sum of $31,321.57 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 15th day of November one thousand nine hundred and Twenty-One, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley
Acting *Secretary of Agriculture.*

PR V-3

November 21, 1921

Cummings & LaPoint,
McMinnville, Ore.

Gentlemen:

A claim has been filed with the Highway Commission by Martin Viesko in the sum of $38.40, due, it is claimed by the party filing the claim, for damages to his car resulting from his running into a barricade maintained across the highway which was under construction by your Company. It is claimed by Mr. Viesko that no light was maintained at this barricade, and that by reason of this fact he ran into the barricade and damaged his car.

The accident occurred October 8th near Barlow. I know nothing about the merits of this claim or the facts and circumstances attending the accident only as made known to me at the time the claim was filed.

I wish you would give this matter such attention as it merits and let me have a report at your early convenience.

Yours very truly,

JMD:AP

Assistant Attorney General.

...RCIAL AND FERRY STREETS

...EELE MOTOR CO.

DEALERS IN

Dodge Bros. Motor Vehicles

Salem, Oregon, ——— *19*—

Sold to [illegible]

TERMS: All accounts due first of month following purchase. MUST BE PAID BY THE 10th or credit will be suspended

	[illegible]	
	Repair.	
	[illegible]	
1	4000 Dodge Brothers Left [illegible]	[illegible]
	[illegible]	6 75
	[illegible] front bumper	[illegible]
1	[illegible]	[illegible]
1	[illegible] (rim)	[illegible]
	[illegible]	[illegible]
	[illegible]	5 00
	repair wheel	1 50
	labor 1 hr.	
		36 40

Damage to tires on front wheels

25 00

<5%

63 40

Cummings Law

RECEIVED

[illegible] 1921

LEGAL DEPARTMENT

Oct 8th 21

(1) Cement Coal - Aurora

Center of Town - None

4 mi N of Canby 5¢ off for each 15¢ under
43 mi N of Barlow.

Canvasser stated that Santa Cruz
quoted 4.25 at Canby and 4.35 at Barlow
Plus 5¢ for each in 15¢ brackets
which is what I based his bid on.

Order was given to Oregon - see file copy

Franklin T. Griffith
R. A. Leiter
Harrison Allen
F. J. Lonergan
Burt W. Henry
Gustav R. Peck
A. G. Barry

GRIFFITH, LEITER & ALLEN
ATTORNEYS AT LAW
ELECTRIC BUILDING
PORTLAND, OREGON

3PA

October 13, 1921.

RECEIVED
OCT 13 1921
STATE HIGHWAY ENGINEER

Mr. W. D. Clarke,
Division Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

This acknowledges receipt of your letter of October 10th, enclosing a plat showing the location of the Pacific Highway through Glenmorrie.

While this plat lacks ties to individual tracts, it will be possible to work out a satisfactory description of the desired right of way. We have not yet agreed with the County Commissioners upon the compensation to be paid for the right of way through the tract south of Glenmorrie, owned by Mrs. Morey.

Yours very truly,

GRIFFITH, LEITER & ALLEN,

By R A Leiter

NOTED
W. D. CLARKE

RAL:D

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date October 8 2, 1921

Job Name Pub. Imp. Paving

Week from Oct. 3 to Oct 8

Mail Address Corvallis

Highway Coast

Telegraph or Telephone Address Corvallis

County Clatsop Job Prefix 3PB

Express and Freight Address Corvallis

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Pavement was completed to Sta. 21+00, North end of Necanicum R. Bridge.

Paving was stopped at Sta. 21+00 in order to complete subgrade and put gravel from Necanicum R. to Beaver, and will probably be resumed about October 11th. Six days was allowed to complete the pavement.

Preparing subgrade for shoulders is in progress between Beaver & Twin Bridges and will be completed from Sta 109-149 & from Sta 165-185

According to instructions from Mr. Clarke the job was turned over to F. T. Young who has taken charge on October 7th

Mr. Wells, transitman, resigned on October 3rd to return to school & was replaced by C. A. Wells of F. T. Young's party.

OCT 10 1921
STATE HIGHWAY ENGINEER

NOTED
W. D. CLARKE

Signed F. T. Patterson

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 3.6±

Miles paving completed 3.06

Average daily sq. yds. this week 389

Miles shoulders completed both sides —

Contractor's average force for week 38 *men,*

1 *teams,* 4 *trucks*

Percentage of total required yardage now in place 89%

Job will be completed about November 30±

Number men in Engineering Party 5

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 3PB *Percentage* 100%

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

FORM 4 SM-8-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] EON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
XXXXXXXXX
SALEM

Oregon City, Oregon.

October 7, 1921.

RECEIVED
OCT 8 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Hunn,
State Highway Engineer,
Salem, Ore;

Dear Sir; Attention Mr. Clarke.

For your information I have this date taken over the work on the Canby-Aurora section as per your instructions of the 4th. inst.

Very truly yours,

L. J. [illegible]
Resident Engineer.

NOTED
W. D. CLARKE

CONCRETE FOR PERMANENCE

PORTLAND CEMENT ASSOCIATION

ATLANTA
CHICAGO
DALLAS
DENVER
DES MOINES
DETROIT
HELENA
INDIANAPOLIS
KANSAS CITY
LOS ANGELES
MILWAUKEE
MINNEAPOLIS
NEW YORK
PARKERSBURG
PITTSBURGH
PORTLAND, OREG.
SALT LAKE CITY
SAN FRANCISCO
SEATTLE
ST. LOUIS
WASHINGTON

146 FIFTH STREET

PORTLAND September 26, 1921

Mr. Herbert Nunn
State Highway Engineer
Salem, Ore.

NOTED
W. D. CLARKE

Dear Sir:

In further reference to the opening of the concrete pavement between Barlow and Aurora to light traffic, wish to say that the contractor informed me that the same at the north end near Barlow would only be nineteen days old. Together with the curing conditions of the weather ~~conditions~~ that have existed during the last week or ten days, it seems to me that it would be inadvisable to allow traffic on the paving so soon, even though it be only light automobiles.

I understood from your statement that the portion of this pavement laid last would be at least twenty-four days old which would not have been quite so bad. I hope that you will be able to see your way clear to keep the traffic off this pavement for at least another week.

Concrete pavement laid during weather conditions such as now exist should be left at least a week or ten days longer to cure before opened to any traffic. Earth covering should be removed for at least ten days prior to opening to traffic so as to give sufficient time for air curing.

I am sure that I can count upon you to cooperate in any way to preserve the pavements which have been so well constructed so that they will not be ruined by having traffic allowed on them too soon. I have in mind two stretches of pavement that should be very closely guarded; namely the Corvallis-South and Goshen-Walker sections.

Thanking you for your cooperation, I am

Yours very truly,

HANS MUMM JR.
District Engineer

HM*R

10/1/21 After discussion with H.M. he decided not to change the order for opening pavement to light traffic 6 am to midnight.

W.D.C.

Sept. 21, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-63

Dear Sir:

We are in receipt of your letter of the 19th inst enclosing estimates as basis for project agreement which you have prepared on the Canby-Aurora Section, Oregon Federal Aid Project No. 53.

We are sending you herewith the copy of our field estimate as of September 15th. You will note in this that it shows some $3,000.00 worth more of work accomplished to the 15th than you have shown accomplished to the 13th. This matter is brought to your attention for your information only as the estimate which you have prepared will be satisfactory to us in case that it now meets with your approval.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,

:TH

Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

September 19, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We are enclosing herewith a copy of an estimate which we have prepared and which we believe is suitable for use as the basis of the project agreement for Oregon Federal Aid project No. 53.

This estimate is based on the status of the work on September 13th which will be the date of our recommendation of the P. S. & E. You will note that the amount of Federal Aid requested varies slightly from that which you had originally expected but the amount shown is 50% of the work remaining to be done.

Please advise at once if this estimate is satisfactory to you.

Yours very truly,

L. J. McCrosson
ACTING District Engineer.

FORM .

D.A. .
J. .
W. .

OREGON FEDERAL AID PROJECT NO. 53

Estimate to be used as the basis for Project Agreement.

Salem, Oregon. September 13, 1921.

22,000	Sq.yds.	Preparation of Subgrade	$.06	$1,320.00
16,055	"	Concrete Pavement	2.64	42,472.32
2,300	Cu.yds.	Crushed gravel	2.80	6,400.00
38,200	Lin.ft.	Shoulder Construction	.06	2,292.00
4,800	Lin.ft.	Expansion Joints	.13	624.00
800	Cu.yds.	Gravel for Drains	4.00	3,200.00
All required		Force Account		600.00
			Subtotal.....	$56,948.32
		10% Engineering & Contingencies.....		5,694.83
			TOTAL.....	$62,643.15

Federal Aid requested,
Sta. 96+00 to Sta. 196+50,....$31,321.57.

Work constructed before September 13, 1921, upon which no Federal Aid is requested.

26,500	Sq.yds.	Preparation of subgrade	$0.06	$1,590.00
19,112	Sq.yds.	Concrete pavement	2.64	50,455.68
5,700	Lin.ft.	Expansion Joints	.13	741.00
24,500	Lbs.	Bar Reinforcement	.12	2,880.00
			Sub-Total.....	$55,666.68
		10% Engineering & Contingencies.....		5,566.67
			Total.....	$61,233.35

Total estimated cost of road.....$123,876.50

ESTIMATE OF COST AND FEDERAL AID BY SECTIONS

Net length	Section	Items	Total cost	Fed.Aid per mile	Total Fed.Aid
1.903	Station 96+00 to Sta.196+50	Subgrading, paving and Expansion joints (Already constructed	61,233.35	None	None
1.903	Sta. 96+00 to Sta.196+50	Shouldering, Drains & Force Account	6,299.83	1,655.23	3,149.91
1.714	Sta.0+00 to Sta. 96+00	Subgrading, Paving, Expansion joints, Shoulders and Drains	56,343.32	16,436.21	28,171.66
		TOTALS	123,876.50		31,321.57

FORM 4 SM-8-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. M. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

3 FBD

OREGON STATE HIGHWAY COMMISSION
SALEM

Canby, Ore. September 19, 1921.

Mr. Herbert Nunn
State Highway Engineer
Salem, Ore.

NOTED
W. D. CLARKE

Dear Sir:-

I understand that it is your intention to have the Barlow-Aurora section of the Pacific Highway opened to traffic for the Salem fair, commencing on September 26th.

The pavement between Sta. 196 + 50 (Aurora end) and 138 + 63 will be fully cured on Sunday, Sep. 25th, that between Sta. 138 + 63 and 108 (Barlow end) will not be completely cured, with a minimum of 18 days.

In conversation with Mr. Clarke I have suggested that this section be opened to touring cars and stages only, commencing on September 25th, and that a watchman be posted at each end of the section to prevent trucks from going over the concrete, the pavement to be closed to all traffic at night. By employing watchmen in two 9-hour shifts the road can be kept open from 6 A.M. till midnight and closed by barricades from midnight till 6 A.M.

Will you kindly advise me whether this arrangement will be satisfactory, and further whether the pavement is to be closed again after the Salem fair until it is completely cured (October 5th) or to be kept open and the watchmen continued on duty.

Respectfully
L. F. Heuperman

L. F. Heuperman
Resident Engineer

Attention Mr. Clarke.

Ans 9/21/21 W.D.C.

FORM 4 SM-5-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
W. D. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Canby, Ore. Sep.15, 1921.

RECEIVED
SEP 19 1921
STATE HIGHWAY ENG.

PR#53

Mr.W.D.Clarke
Division Engineer
Salem, Ore.

Dear Sir:-

Enclosed herewith please find 2 orders for extra work submitted at the request of Mr.McKesson of the U.S.Bureau of Public Roads.

Order No.4 covers the placing of culverts at Sta.28 and 29 to relieve any possible overflow which might occur in case the cobble summps placed at Sta.28 do not remove all [illegible] from the ditches between Sta. 21 and 28.

On account of the necessity of placing this pipe before the pavement reaches to Sta.28, the material has immediately been ordered.

Order No.5 covers the placing of 6" porous tile drain in all stone drains not already completed.Mr.McKesson is strongly of the opinion that tile should be used wherever drains of this type appear desirable.It will be some time before this pipe will be required and no material will be ordered for this purpose until the order is approved.

Respectfully

L. F. Heuperman

L.F.Heuperman

NOTED
W. D. CLARKE

Sept. 10, 1923

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-63

Dear Sir:

Under separate cover we are today forwarding you detailed plans for the Canby-Aurora Section, Oregon Feueral Aid Project No. 53, and are enclosing herewith six copies of estimate and of unit price analysis.

You will note that the estimate has been prepared to accompany plans only and not as basis for the project agreement, and that no definite amount of Federal Aid has been requested. This is occasioned by the fact that a large part of the work has already been done and is of course not susceptible to Federal Aid. In order that a definite amount may be arrived at we would suggest that if possible your approval of the plans be dated September 15th. This is our regular estimate date on this project and we will therefore have a statement of the work accomplished prior to your approval. As soon as this estimate is received, we will prepare an estimate as basis for the project agreement and will also furnish you with a statement of work done prior to that date.

Very truly yours,

[redacted],
State Highway Engineer,

By

Asst. Office Engineer.

Dic. by J. W. DeSouza,
[redacted]

OREGON STATE HIGHWAY DEPARTMENT

UNIT PRICE ANALYSIS

CONCRETE PAVEMENT

Section Canby-Aurora, P.R. 53

County Clackamas

Date of Bids May 27, 1921

Width 16' Thickness 7" Mix 1:2:3

	Cement Sand	Sand cu. yd.	Gravel Cu. yd.	Material and Manipulation Costs Converted to Square Yards of Pavement.
Cost at origin (f.o.b.net) . . .	.70	1.40	.10	
Quarry, crush, screen, etc. . .			1.25	
Freight	.12	1.20		
Length of haul (f.o.b. to plant)	1.0	1.0	1.25	
Load, haul, dump, etc.	.05	.65	.50	
Total	.87	3.25	1.85	
10% loss in handling	.09	.32	.18	
Quan. per cu.yd. conc.	6.64	.50	.75	
Cost of mtls. per cu.yd. conc. .	6.37	1.78	1.50	9.65

Mixing per cu. yd.	1.00
Place, forms, etc. cu.yd.. . .	1.00
Total.	11.65
Cu.yds. conc. per sq.yd.pavement	.194
Cost per sq. yd.	2.26
Finish, cure,etc. per sq.yd. . .	.15
Prep. of subgrade per sq.yd. . .	
Equipment, overhead,etc.(sq.yd.)	.15
Total cost	2.56
15 % profit	.38
Estimated Bid Price.	2.94

Source of cement Oswego

Source of sand Portland

Source of course agg. Local

Estimate made by W.D.C.

Estimate data by

Date May 24, 1921

Remarks

OREGON STATE HIGHWAY DEPARTMENT FEDERAL AID PROJECT NO. 55

CANBY-AURORA SECTION OF THE PACIFIC HIGHWAY

IN CLACKAMAS COUNTY

(Estimate to accompany plans. Not as basis for project agreement)

5.737 mi of paving. Salem, Ore., Sept. 9, 1921

48,500	sq yds	Preparation of sub-grade	.06	$2,910.00
35,200	"	Concrete pavement	2.64	92,928.00
2,300	cu yds	Crushed gravel	2.80	6,440.00
39,360	lin ft	Shoulder construction	.06	2,361.00
10,600	"	Expansion joints	.13	1,365.00
800	cu yds	Gravel for drains	4.00	3,200.00
24,000	lbs	Bar reinforcement	.12	2,880.00
All Required		Grading	Force Acct	600.00
		Sub-total		$ 112,684.00
		10% Engr. & Cont.		11,268.40
		T o t a l		$ 123,952.40

Cost per mile $33,168.95.

FORM 4 SM-9-21

GEO. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER } COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 53

Canby, Ore. Sep.1, 1921.

Mr.Herbert Nunn

State Highway Engineer

Salem, Ore.

Dear Sir:-

After this date the new grade and bridge between Canby andBarlow will be closed to all vehicle traffic, which will be routed over the old location of the Pacific highway between those towns.

The old wooden bridge over the Molalla River South of Canby has been repaired by the County Court of Clackamas County and will be reopened under the following restrictions:-

Maximum combined weight of load and vehicle	12000 Lbs.
Maximum speed for Automobiles	10 Mi.per hour
Maximum speed for other vehicles	5 Mi. " "

The same restrictions, I am advised, apply to the wooden bridge over the Clackamas River, at Park Place, near Oregon City, which will have the effect of closing the Pacific Highway between Portland and Salem to all loaded 5-ton trucks.

Respectfully

L. F. Heuperman

L.F.Heuperman
Resident Engineer.

SEP 2 1921
STATE HIGHWAY ENGINEER

NOTED
W. D. CLARKE

3PB

PR 53

August 27, 1921
Files

Mr. L. F. Hauperman,
Resident Engineer,
Canby, Oregon.

NOTED
W. D. CLARKE

Dear Sir:

You are hereby instructed to continue paving on the Aurora-Canby section until further orders.

It is my understanding that the contractor will not be ready to commence paving at Aurora before Thursday morning, September 1st, and undoubtedly some agreement will be reached by the city of Canby and the State Highway Commission at the meeting on next Tuesday.

Very truly yours,

State Highway Engineer.

HM:ME

W.D.C.
Let me see T. Hauperman's telephone message stated OK to start on city limits.
Sept 6.

[illegible]
[illegible]TH, EUGENE, CHAIRMAN
J[illegible]N, PORTLAND
[illegible]ARRATT, HEPPNER
} COMMISSIONERS
[illegible]KLEIN, SECRETARY AND ASSISTANT ENGINEER

ANSWERED
HERBERT NUNN
3PB

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Canby, Ore. August 26, 1921.

Canby-Aurora Paving
3PB.

Mr. Herbert Nunn
State Highway Engineer
Salem, Ore.

NOTED
W. D. CLARKE

RECEIVED
AUG 31 1921
STATE HIGHWAY ENGINEER

Dear Sir:-

Messrs. Cummins & LaPointe will probably have completed the pavement from Aurora to Barlow about Aug. 31st., and intend to start laying concrete from Canby to Barlow about September 1st. Since it will be necessary to start grading and setting forms at the Canby end early next week (about Aug. 30th) will you kindly advise me whether construction through the Town of Canby has been authorized, or, if not, how much of the work will be withdrawn.

Yours respectfully

L. F. Heuperman

L. F. Heuperman
Resident Engineer.

FORM 4 SH-8-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

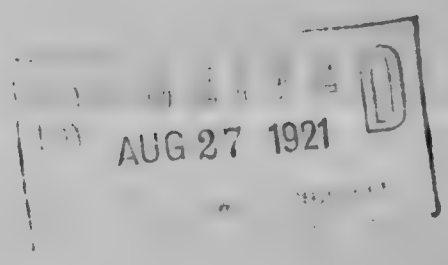
OREGON STATE HIGHWAY COMMISSION
SALEM

Canby, Ore. August 26, 1921.

Mr. W. D. Clarke

Division Engineer

Salem, Ore.



Dear Sir:-

Enclosed herewith please find bid of Messrs. Cummins & LaPointe for steel reinforcement on Canby-Aurora paving job.

The estimated amount of reinforcement required is as follows:-

Sta.	192 + 30	to	187 + 80	2600 lbs.
	148 + 20	"	147 + 60	300
	142	"	95	23000
Total				25900 lbs.

This bid will cancel force account order No. 4

Respectfully submitted

L. F. Heuperman

L. F. Heuperman

E 6

3 P 3

E 3

SALEM

August 24, 1921

Mr. L. F. Hauperman,
Resident Engineer,
Canby, Oregon.

Dear Sir:

Replying to yours of the 22nd instant, regarding the use of reinforcement on the portion of the Canby-Aurora Section over the flat South of Barlow. You are authorized to use reinforcement in all of this section where conditions such as you mention exist.

Such reinforcement should be the standard type which is being used in all other concrete jobs by this Department, namely: 1/2 inch square bars 6 inches from all four edges of each slab, with cross bars at intervals of approximately 5 feet. If subgrade conditions are particularly unfavorable in short stretches, I would suggest that you place one, or possibly two additional longitudinal bars and close up the spacing of the cross bars to approximately 4 feet.

This will make an item of reinforcement sufficiently large so that the contractor ought to make a very reasonable price upon it, and definite arrangements should be completed before the work is undertaken. Prices for reinforcement on other jobs have varied from 6 to 10 or 12 cents and I think we should not have to pay more than the latter figure. We ought to get it for 10 cents, I should think.

In this connection, it should be understood, also, that the price will cover the reinforcement which has already been placed in the curve at Aurora and the extra work order covering that should be canceled.

Very truly yours,

Division Engineer.

WDC:EE

FORM 4 SM-5-21.

W. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

ANSWERED
W. D. CLARKE

Canby, Oregon, August 22, 1921.

Mr. W. D. Clarke
Division Engineer
State Highway Department
Salem, Ore.

Dear Mr. Clarke,

With reference to subgrade South of Barlow, on the Canby-Aurora Section, I wish to bring to your attention that this subgrade, with gravel surfacing, is not capable of supporting heavy truck traffic.

While open to the public this road could only be kept in fair condition by constant maintenance, due to defects in the subgrade. Under the concentrated traffic due to paving construction the surface has failed in many places, from the same cause. This failure is not confined to a few spots but is progressive and may be observed increasingly over the entire length of the poor subgrade.

We are now starting to dig out some of the weak spots, prior to refilling with good material, and find a layer of moist, plastic black clay responsible for the breaking of the crust at Sta 147 + 50, the first hole dug out.

I have watched the loaded trucks go over this stretch of road and note that deflection of the gravel crust under the moving load can easily be observed.

I am afraid that a plain concrete slab is likely to break in many places on a subgrade of this kind, particularly when the wet weather sets in, causing a further weakening of the subgrade which should now be at its best.

While I have mentioned this subgrade to you before this and suggested that reinforcement might be desirable, I feel that I should lay the details recently observed, and noted above, before you so that you may authorize reinforcement if under the circumstances the additional expense should appear justified to you.

I would further like to note that less than two days' run will bring the contractor to the starting point of the weak subgrade, which is about 0.75 Mi. long.

Yours respectfully

L. F. Heuperman

L. F. Heuperman

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 6, 1931

Job Name Canby-Aurora Paving — Week from Aug 1 to Aug 6

Mail Address Canby

Highway Pacific — Telegraph or Telephone Address Canby

County Clackamas — Job Prefix ~~3~~ 4C — Express and Freight Address Canby

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The subgrade on this job is prepared from Sta 196+50 (Aurora end of job) to Sta 176. Forms are in place to Sta 181 & fine grading is completed to Sta 184. Gravel is piled on grade to Sta 190 and hauled to Sta 186. The contractor intends to start the mixer on Aug. 8th.

With the exception of the first test for abrasion on gravel (which showed 2.2% loss on an underweight sample) all tests have shown a loss of about 7½%. The coarse aggregate is being delivered on the grade however, according to instructions from Mr. Hall, screened to eliminate all material finer than ¾" & containing a high percentage of crushed oversize.

E. P. Mercer arrived on Aug 1st to act as concrete inspector. On account of slow progress made in getting state through hard gravel bank it was found necessary to hire an extra man, E. Mass, an experienced chainman engaged at the rate of $100.- per month for inexperienced men.

ATTENTION MR. CLARKE

NOTED
W. D. CLARKE

(See back of this sheet for instructions and detailed information.)

Signed F. F. Henderson

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 3.75

Miles paving completed –

Average daily sq. yds. this week –

Miles shoulders completed both sides –

Contractor's average force for week 21 *men,*

2 *teams,* 3 *trucks*

Percentage of total required yardage now in place 0

Job will be completed about –

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 3 AC *Percentage* 92%

Other jobs 3 MA 15 *Percentage* 8%

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 28.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 31, 1927

Job Name Canby - Aurora Survey

Week from July 25 to July 30

Mail Address Canby

Highway Pacific

Telegraph or Telephone Address Canby

County Clackamas Job Prefix 3 A C

Express and Freight Address Canby

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Regrading of curves at Aurora end of job. Sta 196 - 187 was practically completed this week.

Blind Stone drains were constructed from Sta 194 to 195.

Fire at Aurora end of job (Sta 196) was ordered to pass traffic during construction. On account of the looseness of the material used for making the fill it was found necessary to cover same with 3" planking 8' wide for a distance of about 100 feet to make the road safe for heavy trucks.

The contractor commenced setting forms on July 30th and expects to start paving about August 4th.

The first shipment of cement arrived on July 29th. "Oregon Portland Cement" will be used.

ATTENTION M. C. A. E.

AUG 1 1927
STATE HIGHWAY ENGINEER

NOTED
W. D. CLARKE

Signed L. F. Hewpenny

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 3.75

Miles paving completed —

Average daily sq. yds. this week —

Miles shoulders completed both sides —

Contractor's average force for week 15 *men,*

3 *teams,* 1 *trucks*

Percentage of total required yardage now in place 0

Job will be completed about —

Number men in Engineering Party 2

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 16, 1921

Week from July 11 to July 16

Job Name Canby - Aurora Paving

Mail Address Canby

Telegraph or Telephone Address Canby

Highway Pacific

Express and Freight Address Canby

County Clackamas Job Prefix ~~3 A C~~ P R 3

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor had 2 men at work the week flowing water pipes so the work was done.

Grading is to start on July 18th

There will be a considerable amount of grading on curves to obtain proper superelevation - also some grading to prepare a turnout for vehicles at Aurora end of job.

Contractor is still making to run 2 shifts, & will begin but no night work will be required, but intends to operate with a single shift for at least one week.

Gravel crushing plant near McClellan R. Bridge is about completed. A preliminary sample of the gravel, sent in by the gravel firm, tested 2.28% loss by abrasion. Testing office asked for additional sample of larger size, which tested loss 7.67% - 5% is allowable maximum. Mr Rose believes that a satisfactory product will be secured by using a large percentage of coarse material crushed to size.

RECEIVED
JUL 18 1921
STATE HIGHWAY ENGINEER

NOTED
W. D. CLARKE

Signed L. H. Hewson

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 3.75

Miles paving completed —

Average daily sq. yds. this week —

Miles shoulders completed both sides —

Contractor's average force for week 2 *men,*

— *teams,* — *trucks*

Percentage of total required yardage now in place —

Job will be completed about —

Number men in Engineering Party 2

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 3AC *Percentage* 33

Other jobs 3DC *Percentage* 58

Other jobs 21M43 *Percentage* 9

Other jobs ..... *Percentage* .....

FORM 4 5M-3-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. — YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Canby, Ore. July 16, 1921

Mr. W. D. Clarke
Division Engineer
State Highway Dept.
Salem, Ore.

ANSWERED
W. D. CLARKE

Dear Sir:-

There will be a considerable amount of grading in excess of that contemplated under "preparation of subgrade" (20 C.Y. per Sta.) on the Canby-Aurora paving job, due to increased superelevation of curves, preparing of turnout for vehicles at Aurora end of job, probably some trimming in the Molalla R. cut after removal of the transformers near the bridge etc. No bid was received for grading and all this will have to be taken care of by force account unless a different arrangement is made. The contractor hass offered to do this work for 70¢ per C.Y. and I will ask him to submit his proposition in writing if you care to accept this offer.

Yours respectfully

L. F. Hauperman

RECEIVED
JUL 18 1921
STATE HIGHWAY ENGINEER

L. F. Heuperman-

CLASS OF SERVICE	
Telegram	
Day Letter	
Night Message	X
Night Letter	

If no class of service is designated the message will be transmitted as a full-rate telegram.

COPY OF WESTERN UNION TELEGRAM

Fidelity Deposit Company of Maryland,
Cascade Bldg.,
Portland, Oregon.

Contract Canby Aurora paving awarded to Cumming and La Pointe by Commission at meeting June thirteenth Secretary notified them verbally a few days later Exact date not remembered.

OREGON STATE HIGHWAY COMMISSION

DAY LETTER

need this money to begin operations.

Very truly yours,

Secretary.

RAK:HI

PR 13

July 9, 1921.

Mr. R. A. Booth, Chairman,
State Highway Commission,
c/o Booth-Kelly Lumber Co.,
Eugene, Oregon.

Dear Sir:

We are in receipt today of the returned copies of the contract for the construction of the Canby-Aurora pavement, 3.7 miles in length, which was awarded to Cummins & in Pointe of McMinnville.

This company offers as personal surety, S. E. Cummins, William De Haven and W. T. Vinton, the same persons who were named as surety in the W. N. Trent contract from Monmouth South. Please advise your wishes in the matter of acceptance of this surety.

You will understand that these contracts have not yet been signed by the Commission and I am bringing this matter up at this time in order to give you ample time for its consideration. The contracts will be brought to the next meeting of the Commission for signature. In the meantime, the contractors are asking that the surety be approved so that their certified deposit check may be returned, as they need this money to begin operations.

Very truly yours.

Secretary.

RAK:HI

State Oregon

Project No. [redacted]
(Not to be filled in.)

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) June 25, 1921.

THE SECRETARY OF AGRICULTURE,
Washington, D. C

Sir:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 31, Laws of 1920.
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Commission

1. Local name of road Canby & Aurora Section
2. Located between Canby and Aurora, County of Clackamas
3. Points of beginning and ending From the end of paving at Canby to a point approximately 200 feet north of the Pudding River Bridge.
4. Length in miles (gross) 3.75 (net) 3.75

Note.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4246

5. Miles of project used as post route 3.75; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

This is a portion of the Pacific Highway and is a vital section of one of the main traffic arteries of the state. It is the last section awarded for a continuous paved highway between Albany and Portland, a distance of approximately 75 miles

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of Pacific Highway

11. Improved roads adjacent or contiguous and type of each connects with paved highway on the north and a short section that has been left open for future bridge construction on the South.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 40, (*b*) passenger motor vehicles 800, and (*c*) horse-drawn vehicles 20

13. Local traffic, approximate average daily number of (*a*) trucks 5, (*b*) passenger motor vehicles 25, and (*c*) horse-drawn vehicles 15

14. Description and present condition of traveled way graded to standard roadbed and gravel surfaced. Present surfacing will not stand intense traffic to which it is subjected

15. Proposed width of surfacing 16; feet between ditches 24; approximate maximum gradient 6 per cent.

16. Proposed type of construction 7" Cement Concrete Pavement, 2 ft. Shoulders.

17. Location, nature, and extent of deposits of local materials suitable for use on this project Molalla River and Pudding River

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which ~~are~~ will be available for construction: (*a*) State $5,596.26 and any additional amount required. Sale of bonds authorized.

(Amount.) (Source; refer to statute.)

(*b*) County

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State

(State or (and) county.)

from the following sources:

(Refer to statute.)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project Oregon State Standard forms of Contract and Contract bond, Revision of May, 1921.

25. Reconnaissance estimate of cost of project:

Made by _____ Date _____, 19____

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ____% rock				
	Sq. yds.	Surfacing of				
48,500	Sq. yds.	Proof Sub-grade		.06	2,910	00
36,200	" "	Pavement		2. 64	22,328	00
2,250	Cu yds	Crushed Gravel for Shoulds.		2. 80	6,300	00
39,600	Lin ft.	Shoulder Construction		.06	2,376	00
10,500	" "	Expansion Joints		.13	1,365	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
750	Cu Yds	Gravel Drains	4.	00	3,000	00

Length, 3.75 miles.

Cost, $ 31,671.17 per mile.

Subtotal	108,879	00
10% Engineering and Contingencies	10,887	00
Total	118,766	00

This estimate approved by:

S. H. Probert

(Title) Office Engineer

26. Amount of Federal aid desired 35,171.64

(State in lump sum or percentage, but not both.)

8—4256

27. Payment desired on completion or as work progresses As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer of the State of Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By Chairman
(Title of officer.)

By Commissioner
(Title of officer.)

By Commissioner
(Title of officer.)

INFORMATION TO ACCOMPANY POST ROAD PROJECT STATEMENTS

1. What is the nearest railroad station to this project? Canby - Barlow, Aurora

2. On what railroad is this station? Southern Pacific

3. Is there a stage or bus line that reaches the project from this station?

4. If not, how is the project to be reached?

5. Will a representative of the State Highway Department be available to accompany a federal representative on a preliminary inspection? Yes

6. How can he be reached (a) by post L. F. Hesperman, Canby, Oregon

(b) by wire

7. Will this project possibly be divided into two or more sections for construction purposes, etc? No.

If so, how many?

3P3

June 29, 1921
File:

Mr. L. F. Neupeximm,
Resident Engineer,
Canby, Oregon.

PR#53

Dear Sir:

It has been decided to request Federal cooperation in the paving of the Canby-Aurora Section and it will therefore be necessary to submit standard Federal Aid plans for this project. Plans on the Federal Aid standards were prepared a year or so ago when it was contemplated that the project would be handled on a Federal Aid basis, but, for some reason, it was decided not to handle the work in that manner.

We are not sure that the Federal Aid plans prepared at that time show the alignment and grade line as constructed and, in order to have this checked up, we are sending to you, under separate cover, blueprints of the plans referred to and would request that you check them against your field records and indicate upon them any discrepancies which you find. Kindly give this matter your early attention.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:MT

— 11 — 3 pp

OREGON STATE HIGHWAY COMMISSION

P R M 5/

Oregon City, Oregon.
May 10, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir; Attention Mr. Clarke.

Replying to your letter of the 4th. relative to the boundry lines of incorporated towns through which the Pacific Highway passes in Clackamas County.

The north line of Oswego is the south bank of Tryon creek and for this purpose I have taken the end of the bridge or station 301-49. South line is station 371-89.

NOTED
W. D. CLARKE

West Linn north line is station 83-06, and the south line is the Willamette river at the end of the bridge, or station 0-00.

Canby north line is well back on the existing pavement, so I did not determine the exact location. The south line is the north bank of the Molalla river, or the bridge, station 61-25.

Cost on basis prelim- est. = 33700.

No part of the highway passes through Barlow, the incorporated town being to the west of the S.P. tracks.

? See attached letter.

RECEIVED
MAY 11 1921

Yours truly,

W. D. C.

Res. Engineer.

R. A. BOOTH, EUGENE, CHAIRMAN
J. S. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

3P13

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 18 1921
STATE HIGHWAY ENG.

Oregon City, Oregon.
May 17, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir;

On the 9th. inst. I wrote you that the Pacific Highway does not pass through the incorporated portion of the town of Barlow. This information was derived from a local source. Since then I have been able to secure a copy of their charter and find that my previous information was erroneous. The south line of Barlow is with in and parallel to out right of way. I am attaching a sketch which will show more clearly the condition.

Yours truly,

[signature]

Res. Engineer.

BARLOW

MAIN ST

SECOND ST

FIRST ST

MAPLE ST

IRVING ST.

City Boundary Line

S.P. Fence Line (Highway Rof W. Line) & Pacific Highway

Highway Rof W. Line

County Road

1

2

3

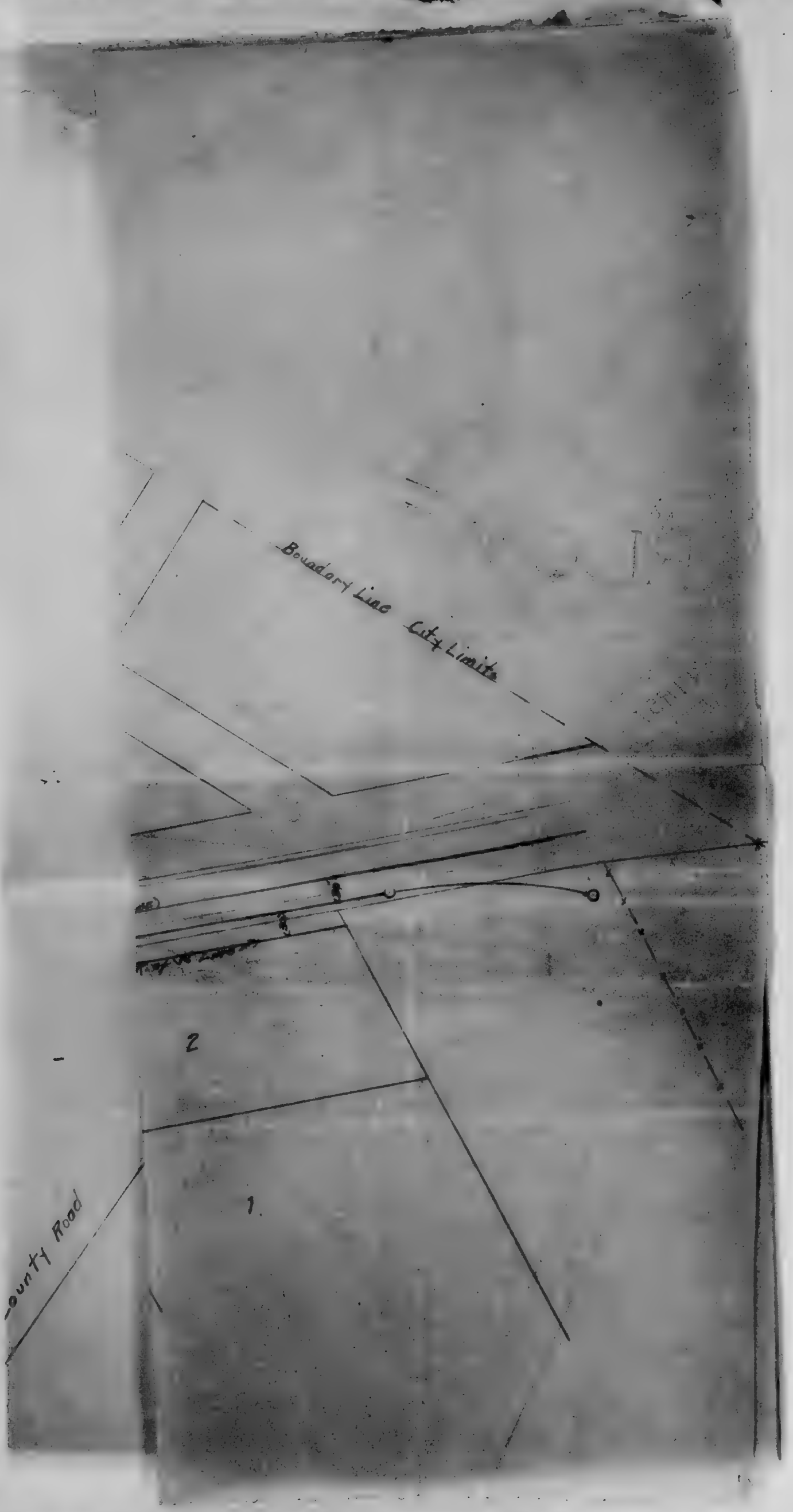
4

5

A

B

BARLOW
MAIN ST.
SECOND ST.
FIRST ST.
MAPLE ST.
OAK ST.
IRVING ST.
1
2
3
4
5
6
7
8
9
10
15
S.P. Ry
S.P. Fence Line (Highway Boundary Line)
S.P. Fence Line (Highway Boundary Line) & Pacific Highway
Highway Boundary Line
City Limits


Boundary Line City Limits
2
1
County Road

CONTRACT #443, 515

PR 58 McMinnville-Amity 1921-1922

448. 515

December 7, 1928.

American Surety Company,
Yeon Building,
Portland, Oregon.

Attention Mr. W. A. King.

Re Cochran Construction Co., paving
McMinnville-Amity Section, West
Side Highway.

Gentlemen:

In answer to your letter of yesterday, relative to payments on above contract, we wish to advise that final payment has been made. The total amount paid on this contract was $65,241.80.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

JMcF:HI

Company's Home Office Building.

American Surety Company
of New York.

Capital $5,000,000.

RECEIVED
DEC 7 1922
OREGON
STATE HIGHWAY COMMISSION

F. W. Lafrentz, President.

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE ATWATR 0116

PORTLAND, ORE., Dec. 6, 1922

Re: 680216-A : COCHRAN CONSTRUCTION COMPANY
Paving McMinnville-Amity Section
West Side Highway - Cont.No.515.

Mr. R. A.Klein, Secretary,
State Highway Commission,
Salem, Ore.

Dear Sir:-

In your letter of November 10th last, you informed us that final settlement with the Cochran Construction Company under their contract as above described, would be made by the State on or about November 15th.

For the benefit of our records, will you please advise us if payment was made as contemplated, and oblige

Very truly yours,

WAK

WAK-S

Assistant Manager.

#65241.20

PRAT /

36 FD

November 14, 1922.

Cochran Construction Co.,
401 S. Syracuse Street,
Portland, Oregon.

Gentlemen:

It is noted that discarded rear wheels from the roller you had in use on the McMinnville - Amity Section have been left by the side of the road a short distance south of the junction with the McMinnville - Tillamook Highway.

Will you please arrange to remove these wheels from the right-of-way.

Yours very truly,

[redacted]
State Highway Engineer

By

Division Engineer.

WDC C

November 10, 1922

American Surety Company of New York,
c/o W. J. Lyons, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway contract No. 515 for the construction of 5 miles of paving on the McMinnville-Amity Section of the West Side Highway has been compl ted by the contractors Cochran Brothers, and that final settlement will be made by the State with said contractor for work done under said contract on or about the 15th day of November, 1922.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secret ry.

IM

October 9th, 1922.

U. S. Fidelity & Guaranty Co.,
J. L. Hartman Co., Agents,
Chamber of Commerce Bldg.,
Portland, Oregon.

Gentlemen:

This letter is to advise you that it is the intention of the State Highway Commission to make final payment to Fred Ruble and F. E. Loose on Contract No. 443 for 2.44 miles of gravel surfacing on the McMinnville-Amity Section of the West Side Highway in Yamhill County.

Your attention is called to the fact that the time limit on this contract expired on October 15th, 1921.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary.

Dic. by Jas. McFarland

LFC

October 2, 1922.

American Surety Co. of New York,
W. J. Lyons, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that we are about to make semi-final payment to the Cochran Construction Company for the construction of 5.0 miles of paving on the McMinnville-Amity Section of the West Side Highway in Yamhill County, Contract No. 515.

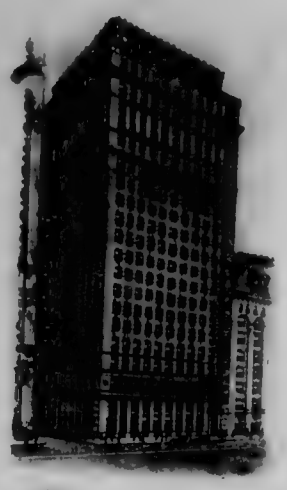
Final payment will be made to the contractors as soon as final quantities are checked over in this office. Your attention will be called to the matter at that time.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary.

Dic by Jas. McFarland.
LFC



Company's Home Office Building.

American Surety Company of New York.

Capital $2,000,000

F. W. Lafrentz, President.

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

RECEIVED
OCT 5 1922
OREGON
STATE HIGHWAY COMMISSION

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE ATWATR 0116

PORTLAND, ORE., Oct. 3, 1922

Re: 680216-A : COCHRAN CONSTRUCTION COMPANY
Paving McMinnville-Amity Section
West Side Highway - Cont. No. 515.

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Ore.

Dear Sir:-

Your favor of the 2nd inst. received, advising that it is the intention of the Highway Commission to make semi-final payment to the Cochran Construction Company on contract No. 515, as above described.

This Company knows of no reason why the payment should not be made as contemplated.

Very truly yours,

WJL-s

Manager.

Recorded---H.B.C.

September 28th, 1922.

Cochrun Construction Co.,
401 S. Syracuse Street,
Portland, Oregon.

Gentlemen:

In order that the record may be clear for the Secretary of State to pass your final estimate on the McMinnville - Amity Section, please confirm in writing the agreement made by you for laying a short section of nine inch concrete pavement at the north end of the Yamhill River Bridge at Whiteson for a price of $2.40 per square yard.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Division Engineer.

WDC:AP

Portland, Oregon, ... 192

.....

.....

IN ACCOUNT WITH

COCHRAN CONSTRUCTION CO.

GENERAL CONTRACTORS

401 South Syracuse Street. Phone Columbia 831

For 7" ... Tr to 95+49 to 95+87
at north end Willamina Bridge

1 Tr 40' x 11 in / 18.35' = 81.6 lin ft

81.6 lin ft @ 2.60 $ 212.16

COCHRAN CONSTRUCTION CO.

By .....

POST OFFICE BUILDING,
PORTLAND, OREG.

September 28, 1922.

...TURE.

...IN

...will advise

...McMinnville-

...l voucher will

...ours,

...ineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, ORE.

RECEIVED
SEP 30 1922
OREGON
STATE HIGHWAY COMMISSION

September 28, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

ATTENTION MR. W. D. CLARKE

Replying to your letter of September 27, will advise that final inspection has been made of Oregon 58, McMinnville-Amity, Paving.

The project is satisfactory and the final voucher will be passed for payment as soon as it is audited.

Very truly yours,

District Engineer.

PR 58

36PD

September 18th, 1922.

Mr. P. P. Whitmore,
Resident Engineer,
McMinnville, Oregon.

Dear Sir:

In order to avoid the danger of traffic getting out too far on the shoulders and striking the ends of curbs where the same have been installed on the Amity-Mcminnville Section, it is desired to construct at each such end of curb one panel of standard wooden guard fence which will be so placed that the end next the curb will be flush with the face of the curb and flare outward from that point in the way that extended sections of guard fence are ordinarily flared at the end panel.

Please arrange to construct these panels of fence with your own forces, charging the same to Account 432 under your contract prefix. At the same time, please have the posts or piling on each side of the Whiteson undercrossing painted white so as to make them stand out at night and reduce the danger of traffic running into them.

Very truly yours,

Division Engineer .

WDO:AP

PRD

September 5, 1922.

American Surety Company of New York,
600-601 Yeon Building
Portland, Oregon.

Attention H. A. King,
Assistant Manager

Gentlemen:

In reply to your letter of the 1st inst., will say that final payment has not yet been made to the Cenhiwa Construction Company on their Contract No. 515 for paving the McMinnville-Amity Section of the West Side Highway in Yamhill County. It is our understanding that the actual laying of the pavement is completed. However, there still remains considerable ditching and shoulder work to be done, which will amount to in the neighborhood of $5,000.

Final payment and acceptance will not be made until this work is completed.

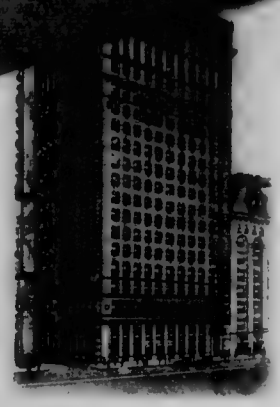
Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

HBG:AP



Company's Home Office Building.

American Surety Company
of New York.

Capital $5,000,000.

F. W. Lafrentz, President.

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE ATWATR 0116

PORTLAND, ORE., Sept. 1, 1922

Re: 680216-A : COCHRAN CONSTRUCTION CO. to State of Oregon.

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Ore.

Dear Sir:-

We understand that the Cochran Construction Company has completed work under contract with the State Highway Commission for five miles of paving on the McMinnville-Amity Section of the West Side Highway in Yamhill County, and for the benefit of our records, we would like to know if final payment has been made to the contractor.

Kindly advise, and oblige

Very truly yours,

WAK-s

Assistant Manager.

RECEIVED
SEP 2 1922
OREGON
STATE HIGHWAY COMMISSION

August 1st, 1922.

Cochran Construction Co.,
St. Johns,
PORTLAND, OREGON.

PR #58

Gentlemen:

Reference is made to your letter of July 27th in regard to the amount of the percentage retained on your estimate No. 2 for the McMinnville - Amity Paving.

If you will study more carefully the clause in your contract pertaining to partial payments, you will find that instead of retaining more than should be retained, we are retaining some $1,900 less than would be called for by a strict interpretation of clause referred to. This clause provides that from and after the time that the work is 50% complete, there shall be retained 7½% of the contract price, which in the case of your contract figures, $3,643.58. Your work is more than 50% completedand still we are retaining only $6,755.87.

Technically the totals for Estimate No. 2 should read as follows:

Value of Work Done, as shown by Engineer's estimate	$ 91,208.10
7½% of Contract Price retained	3,643.58
Total Due for Work Done	82,564.52
Deductions for Cement	46,169.00
Total Cash Due	$ 36,395.52

The vouchers, as drawn, have allowed you $38,283.25.

This discrepancy in figures comes about as a result of the deductions made for cement furnished. We permit it to exist as a matter of fairness to the contractor, and as a matter of convenience in the computation and preparation of estimate vouchers. To handle the matter on the basis of actual cash payments, as you probably have in mind, would make it necessary to assume some amount as the contract price, which amount would be the actual contract price, less the probable amount of total deductions. This

might work out fairly well in connection with your particular contract, but would be decidedly unsatisfactory as a matter of standard practice.

The basis upon which we compute our retained percentages is as follows: We set up as a maximum amount to retain, 50% of the contract price. This stands as a permanent entry in our records. Then, when a voucher is made up, we take 15% of the cash earnings, and if this 15% is less than the maximum amount, the whole of the 15% is retained. If this 15% is more than the maximum amount, then the maximum amount only, is retained. You will note that this is a very simple operation and to all intents and purposes, conforms with the provisions of the contract, acting somewhat in favor of the contractor, where deductions are involved.

Very truly yours,

[redacted],
State Highway Engineer

By [redacted]

Office Engineer.

SEP:AP

...TRACTORS

St. Johns, Portland, Oregon,
July 27, 1922.

State Highway Commission ,

Salem, Ore.

Gentlemen;

We note on our estimate No.2 on the McMinnville-Amity Section of the West Side Highway you retain 15%.

This job was more than 50 % complete on July 15th, the date to which this estimate is computed. We are under the impression that only 7-1/2 % should be retained. We have signed the voucher covering this estimate and returned it to your office. If we are correct in our beleif that only 7-1/2 % should be retained, the adjustment can be made in our next estimate, due August 15, next.

Yours truly,

Cochran Construction Co.

by B. H. Cochran

15% on bid on 6742 - $ 6[illegible]
[illegible] - $ 6693.58

ANSWERED
S. H. Probert

July 29, 1922

Peninsula National Bank,
Portland, Oregon.

Attention Mr. John N. Edlefsen, Pres.

Gentlemen:

With further reference to the matter of the assignment of monies due the Cochran Construction Company of Portland to the Peninsula National Bank covering payments on the construction of the paving between McMinnville and Amity, will say that estimate No. 2 in the amount of $17,999.00 is now ready for payment.

For reasons as stated to you in our letter of June 29th, it will be necessary for us to hold up payments on this estimate until the original assignment, which was returned to you with the request that you secure the endorsement of the surety, is returned to us.

We will be pleased to have you give this matter your early attention so as not to delay payment on this estimate longer than is absolutely necessary.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

HBG:LM

June 29, 1928

Mr. John N. Edlefsen, President,
Peninsula National Bank,
Portland, Oregon.

Dear Sir:

This letter is to advise that payment in the amount of $20,284.25 is about to be made to the Cochrum Construction Company on their contract 515 for the paving of the Amity-McMinnville Section of the West Side Highway in Yamhill County.

On June 17th we returned to you assignment covering this section in favor of your bank, requesting that you secure the endorsement of the surety company for this assignment. This has not been returned to us to date. It will be necessary, therefore, for us to hold up the warrant on this estimate until the assignment has been returned with the required endorsement of the surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

HMG:LM

NO. 10103

FRED C KNAPP, CHAIRMAN OF THE BOARD
JOHN N EDLEFSEN, PRESIDENT
FRANK P DRINKER, VICE PRESIDENT
CHARLES B RUSSELL, CASHIER
STANTON L DOBIE, ASST CASHIER
LEO J WRIGHT ASST CASHIER
ROY E HURD, ASST CASHIER

Peninsula National Bank

MEMBER
FEDERAL RESERVE SYSTEM

CABLE ADDRESS
"PENBANK"

OF PORTLAND

Portland, Oregon

July 1, 1922

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

I wish to thank you very much for your kind letter of June 29th advising us that a payment in the amount of $20,284.23 is about to be made on the contract of the Cochran Construction Company for the paving of the Amity-Mc Minnville Section of the West Side Highway in Yamhill County. In regard to the assignment covering the payment of these funds to us, would advise that so far we have not been able to secure the consent of the surety company to said assignment, inasmuch as the matter had to be taken up with the home office in New York.

In the meantime, however, it will be entirely satisfactory to us if you forward this warrant direct to Cochran Construction Company.

Very truly yours,

JNE-GB

President.

RECEIVED
JUL 3 1922
OREGON

recorded 7/3/22

June 17, 1922

Mr. John N. Edlefsen, President,
Peninsula National Bank,
Portland, Oregon.

Dear Sir:

We acknowledge receipt of assignment of all payments to be made to the Cochran Construction Company on their contract No. 515 for the paving of the Amity-McMinnville Section of the West Side Highway in Yamhill County.

It is noted that this has not been endorsed by the surety company, which is one of our usual requirements. It is requested that either you or the contractor secure this endorsement and after this has been done, we will be pleased to make the assignment as you request.

I am returning the original copy of the assignment herewith for the endorsement of the surety on the bond, which in this instance is the American Surety Company of New York, W. J. Lyons, Resident Agent, Yeon Building, Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:EM
Encls.

Amended 6/20/22

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

June 16, 1922.

RECEIVED
JUN 17 1922

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon Federal Aid project No. 58 (Mcminnville-Amity section) have been executed. We enclose herewith an original copy each of the agreement and certificate for your files.

Yours very truly,

C. H. Purcell
District Engineer.

Form P. R. 2

State Oregon

Project No. 58

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

RECEIVED
MAY 15 1926
DEPARTMENT

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of May, 1922

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes": and as further amended by the Federal Highway Act, approved November 9, 1921 (Public No. 87, 67th Congress)

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 22nd day of November, 19 21

a project statement, which was approved by the Secretary on the 8th day of April, 19 22, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the District Engineer on April 8, 1922, and approved by the Secretary on the 1st day of June, 19 22; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

seventy-seven thousand, five hundred four and 54/100

dollars ($ 77,504.54) a[illegible] of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State $87,494.00 from sale of Bonds authorized by Legislature under (By act of the Legislature of (date and citation), appropriating dollars.) Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920

*(b) By the Count..... of ..... (By tax levy or bond issue authorized by act of ..... (date and citation).)

*(c) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 0+00, approximately 4500 ft. southwest of McMinnville, and survey station 277+03.7 at end of pavement at Amity, excepting therefrom paving across bridge and trestle approach between survey stations 94+59.8 and 109+28.6 terminal points, a distance of 5.0 miles, known locally as McMinnville-Amity Section of the West Side Highway, Yamhill County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

~~(c) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.~~ STRICKEN OUT

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that the existing undercrossing at survey station 110+59 and the existing steel bridge and trestle approach over the Yamhill River between survey stations 94+50 and 109+28 shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that if in the judgment of the Secretary or his authorized agents such structures require repairs or reconstruction, they will be repaired or reconstructed, and it is further agreed that if deemed necessary by the said Secretary or said agents, the said steel bridge over the Yamhill River will be replaced within five years by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, with or without Federal aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of seventy-seven thousand, five hundred four and 54/100 dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673 per cent of one hundred twenty-six thousand, seven hundred seventy-two and 47/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

STRICKEN OUT

.....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....
(State or county.) (Name.)
(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

.....the State Treasurer.....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .....State..... of .....Oregon.....
(State or county.) (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $24,454.69 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ..... and of Nov. 9, 1921

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

.....

.....

such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the First day of June, 1922.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By R. A. Kinney

Chairman, State Highway Commission
(Title of officer.)

By C. M. Wilson

Member, State Highway Commission
(Title of officer.)

[SEAL.]

By W. B. Barnett

Member, State Highway Commission
(Title of officer.)

By .....

(Title of officer.)

By .....

(Title of officer.)

By .....

(Title of officer.)

[SEAL.]

Attest: C. W. Ingalsby
Acting Secretary of Agriculture.

Form No. PR. 1.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0+00, approximately 4500 ft. southwest of McMinnville, and survey station 277+03.7 at end of pavement at Amity, excepting therefrom paving across bridge and trestle approach between survey stations 94+59.2 and 109+28.6 locally known as McMinnville Section of the West Side Highway, Yamhill County, and designated in the records of this Department as Project No. 58, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $ 126,772.47 as the total estimated cost of said project, and the sum of $ 77,504.54 as the share of the United States, payable under said Act on account of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this first day of June one thousand nine hundred and twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley
Acting *Secretary of Agriculture.*

Phone Columbia 831

401 South Syracuse Street

COCHRAN CONSTRUCTION COMPANY
GENERAL CONTRACTORS

RR 4

St. Johns, Portland, Oregon,
May 11, 1922.

State Highway Commission,

Salem, Ore.

Gentlemen;

We understand you have placed the order for the cement to be used on the Amity-McMinnville Section of the West Side Highway, for which we have the contract, with the Oregon Portland Cement Co.

Should we give shipping instructions directly to the Cement Co. or thru your office: We will require 300 bbls. per day beginning about May 15th. We beleive it would be more satisfactory to deal directly with the Cement Co. so far as shipments are concerned.

Yours truly,

Cochran Construction Co.

by J. H. Cochran

Whitson, Oregon.

Phoned him 5-15-22 but did not reach him. Phoned 5-16-22 and told him to address direct. confirmed my letter to Cement Co.
RR

RECEIVED
MAY 12 1922

May 6, 1922

Oregon Portland Cement Company,
Wilcox Building,
Portland, Oregon.

Gentlemen:

I am handing you herewith three copies of the contract for the furnishing of 15,000 barrels of cement at McMinnville, Whiteson or Amity for the McMinnville-Amity project.

Please execute two copies of the contract and bond, and retain one copy for your files.

If you will deliver these back to the Highway Commission which will be in session in Room 520 Multnomah County Court House, on Tuesday or Wednesday, May 9th and 10th, it will be possible to complete these contracts at once.

Very truly yours,

Secretary.

RAK:LM
Encls.

PR 54

36 R.D.

May 1st, 1922.

Mr. P. P. Whitmore,
McMinnville, Oregon.

Dear Sir:

Telephone call from Harry Broadwell at Amity this morning advises that contractors on the McMinnville-Amity paving work are about ready to start preliminary operations and will require the services of a Resident Engineer. I had supposed that Mr. Kelley had already advised you that you were to be available for my division on this work, but find, upon inquiry, that he has not done so. Please take charge of the work at once.

In this connection I might say that Harry Broadwell has been on this section almost continuously for the past year as rodman during the grading operations and during the winter as patrolman, and I think you will find him a very good man to have on the job. If you have no reason to the contrary, should be glad to have you use him in the same capacity as formerly.

Yours very truly,

WDC:GMC

Division Engineer.

PRST

OREGON PORTLAND CEMENT CO.

1104 WILCOX BUILDING

PORTLAND, OREGON

April 25, 1922.

APR 26 1922
STATE

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

Acknowledging receipt of your esteemed favor of the 24th inst., we are very much pleased to learn that our quotation of March 30, 1922 for furnishing 15,000 barrels of cement for the Amity, McMinnville paving project has been accepted by the Commission.

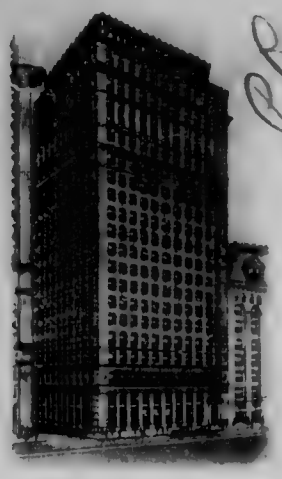
Again thanking you, we beg to remain

Yours very truly,

OREGON PORTLAND CEMENT COMPANY

C.T.W.H.

CTWH-rs



Company's Home Office Building.

American Surety Company
of New York.

Capital $5,000,000

F. W. Lafrentz, President

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE MARSHALL 116

PORTLAND, ORE., April 25, 1922.

Mr. R. A. Klein, Secretary,
State Highway Commissioner,
Salem, Ore.

Dear Sir:-

At the request of the Cochran Construction Company, we are mailing to you herewith the four copies of contract and bond covering the improvement of the McMinnville-Amity Section of the West Side Highway in Yamhill County, the bond having been completed by this Company, as surety.

Trusting the enclosures will be found in order, we are

Very trulyyours,

Encs.
WAK-s

Assistant Manager.

April 24, 1922

Oregon Portland Cement Company,
Wilcox Building,
Portland, Oregon.

Gentlemen:

The purpose of this letter is to advise you of the acceptance by the Highway Commission of your proposal , dated March 20, 1922, for the furnishing of 15,000 barrels of Oregon Portland Cement at Amity-Thiteson or McMinnville for the Amity-McMinnville paving project.

We will forward to you within a few days our standard form of contract for cement purchases and this letter is written now to give you advance information.

Very truly yours,

Secretary.

BAK:LM

PR 571

April 21, 1928

Cochran Construction Company,
401 South Syracuse Street,
Portland, Oregon.

Gentlemen:

I am handing you herewith four copies of the contract for paving the McMinnville-Amity Section of the West Side Highway in Yamhill County, our contract No. 515.

Please execute all four copies of the contract and bond and return all copies to this office for the signatures of the members of the Highway Commission, after which we will be pleased to return you one copy for your files and one copy to the surety on the bond.

Very truly yours,

Secretary.

RAK:LH
4 Encls.

April 18th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Ore.

File PR 58

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for project agreement on the McMinnville-Amity Section, Oregon Federal Aid Project No. 58.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Dict. by J.W. DeComan
CHC
Enc

Office Engineer.

OREGON STATE HIGHWAY DEPARTMENT PROJECT NO. 52

McMinnville-Amity Section of the West Side Highway in Yamhill Co.

(Estimate as basis for project agreement. Based on contract prices)

5.0 miles of paving Salem, Oregon April 18, 1922

65,000	Sq.Yds.	Preparation of Subgrade	.035	2,275.00
47,500	" "	Type "A" Pavement	2.05	97,375.00
14,250	Lin.Ft	Expansion Joints	.13	1,852.50
5,000	Lbs.	Bar Reinforcement	.08	400.00
900	Lin.Ft	Concrete Curb	1.00	900.00
4,000	Cu.Yds	Broken Stone or Grv. for Shoulders	2.50	10,000.00
52,130	Lin.Ft	Shoulder Construction	.04	2,085.20
400	Cu.Yds	Sand or Loam Filler	.60	240.00
200	" "	Excavation, single class	.60	120.00
			Sub-total	115,247.70
			10% Engr.& Cont.	11,524.77
			Total	126,772.47

Cost per mile 25,354.49

State Funds Available $49,267.93
Federal Aid Requested 77,504.54
126,772.47

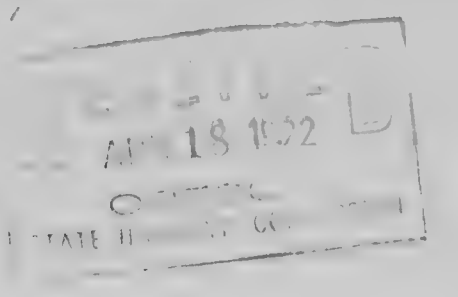
Federal Aid Recommended $ _____

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

April 17, 1922.



Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are to-day forwarding with our recommendation for approval as of April 8, 1922, the plans, specifications and estimate covering Oregon Federal aid project No. 58.

It has been recommended that a clause be inserted in the Project Agreement providing for the replacement of the bridge over the Yamhill River, by the State within five years, either with or without Federal aid.

Very truly yours,

C. H. Purcell

District Engineer.

HSP
GWS

March 28th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR#58

Dear Sir:

We are today mailing to you, under separate cover, a single copy of the plans for the Amity-McMinnville Federal Aid Project, and we are enclosing herewith a copy of the Special Provisions which we propose to use in calling for bids upon this work.

We would be pleased to have you look over these plans and special provisions at once, and notify us by phone, if you desire, to make any recommendations which should be incorporated in the plans and specifications before same are sent out to prospective bidders.

We are calling for bids to be received on April 14th, and we will desire to send out plans and specifications to bidders not later than Saturday, April 1st. We would like to have your recommendations on Thursday, if possible, in order that we may commence blueprinting and binding of proposal forms at that time.

Yours very truly,

[redacted],
State Highway Engineer,

By

Office Engineer.

SHP:GHC
Enc

February 23rd,1922

Mr.C.H.Purcell, Dist.Engr.,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR 56/1

Dear Sir:-

Before preparing specifications to apply to the McMinnville-Amity Project, we would be pleased to receive from you an outline of what you would consider an acceptable specification for preparation of sub-grade and sub-base construction for this work.

As you are probably aware, some two or three miles of this project now has a heavy macadam surfacing, while the balance of the project is over earth sub-grade. These varying conditions should of course be taken into consideration in the specifications applying to preparation of sub-grade and construction of sub-base.

We would be pleased to have you give this early attention, as we are now ready to submit our plans for this work.

Yours very truly,

HERBERT NUNN

State Highway Engineer.

By

Office Engineer.

SHP.HL

Copy for Clarke
PRL

36 PD

February 21st,1922

Mr.C.N.Purcell, Dist.Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

NOTED
W. D. CLARKE

Dear Sir:-

This letter is written in reply to your letter of February 13th and to confirm agreement reached in conference with you yesterday in regard to replacement of existing structure on Interim Project No.58 (West Side Highway McMinnville to Amity).

The State Highway Commission agrees to reinforce the existing structure over Yamhill River for a ten ton loading, and to replace this structure within the next five years, if necessary.

You are authorized to include provision to this effect in the project agreement.

Yours very truly,

HERBERT NUNN

State Highway Engineer.

By

Office Engineer.

SHP.NL

February 21st,1922

Mr.C.H.Purcell, Dist.Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR # 58

Dear Sir:-

This letter is written in reply to your letter of February 13th and to confirm agreement reached in conference with you yesterday in regard to replacement of existing structure on Interim Project No.58 (West Side Highway McMinnville to Amity).

The State Highway Commission agrees to reinforce the existing structure over Yamhill River for a ten ton loading, and to replace this structure within the next five years, if necessary.

You are authorized to include provision to this effect in the project agreement.

Yours very truly,

HERBERT NUNN

State Highway Engineer.

By

Office Engineer.

SH2.HL

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

YOUR REPLY PLEASE

REFER TO FILE No. Oregon - F. A. 58

February 13, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

An inspection has been made of the existing structure over the Yamhill River on Oregon F. A. Interim Project No. 58 (West Side Highway - McMinnville to Amity).

We find this 159' steel truss, erected in 1912, to be much lighter than structures which are being designed for modern loadings. The structure has been poorly maintained and rust and corrosion have probably materially reduced its original strength. The reinforcement of the floor system now under way will make the floor system adequate for a ten ton truck and the span will probably not be greatly overstressed under this loading but in view of the very light design and the abuse to which it has been subjected we believe definite plans should be made for its replacement and that frequent and careful inspection should be resorted to while the structure is allowed to remain.

In view of the fact that the structure still has some service left in it, and in view of the fact that considerable reconstruction work has been and is being done upon the structure we will recommend the project with a clause in the project agreement providing, in addition to the usual maintenance clause, for the replacement of the structure with a satisfactory permanent one within five years, with or without federal aid, or sooner should the structure show evidence of failure.

Please advise whether such a clause will be agreeable to you.

Very truly yours,

C. H. Purcell

District Engineer.

Per _____
Acting

STATE Oregon

PROJECT NO. 58
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) November 22, 1921

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 31, Laws of 1920,

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance.

1. Local name of road McMinnville-Amity
2. Located between McMinnville and Amity, County of Yamhill
3. Points of beginning and ending From a connection with the pavement approximately 4,500 ft. S.W. of the city limits of McMinnville to the north end of the pavement at Amity.
4. Length in miles (gross) 5.25 (net) 5.25

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4246

5. Miles of project used as post route 5.25; miles not used as post route - -

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

Through thickly settled agricultural district. Connects on north end with practically continuous pavement to Portland, approximately 45 miles.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of West Side Highway. Proposed Federal Aid Secondary Highway.

11. Improved roads adjacent or contiguous and type of each Connects on 16 ft pavement on each end.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 5, (*b*) passenger motor vehicles 20, and (*c*) horse-drawn vehicles 8

13. Local traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 200, and (*c*) horse-drawn vehicles 30

14. Description and present condition of traveled way Graded to State Highway Standard. Portions gravelled with temporary surfacing. Inadequate for traffic requirements.

15. Proposed width of surfacing 16'; feet between ditches 22; approximate maximum gradient 5 per cent.

16. Proposed type of construction 16' pavement with 2' rock shoulders

17. Location, nature, and extent of deposits of local materials suitable for use on this project No known deposits of suitable material in the immediate vicinity of the project.

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are / will be available for construction: (a) State $87,494.00 and such additional amounts as may be required. Sale of bonds authorized.

(Amount.) (Source; refer to statute.)

(b) County

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State

(State or (and) county.)

from the following sources:

RESOLUTION

De

of t

use

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department respecting the State funds which are or will be available for construction.....

.....

.....

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4).....

.....

.....

.....

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project. Oregon State Highway Department Standard forms of contract and contractor's bond.

.....

.....

.....

8—1256

25. Reconnaissance estimate of cost of project:

Made by W. D. Clarke Date November 21, 19 21.

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
200	Cu. yds.	Excavation, ____% rock	1	00	200	00
50,000	Sq. yds.	Surfacing of Pavement	2	75	137,500	00
69,000	" "	Prep. of Sub-grade		05	3,450	00
55,500	Lin. Ft.	Shoulder construction		06	3,330	00
3,200	Cu. Yds.	Crushed Gravel for Shoulders	3	00	9,600	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
		Ditching & regrading earth shoulders outside gravel shoulders and not included in area covered by "preparation of subgrade", on force account basis			5,000	00

Length, 5.25 miles.

Cost, $ 33,331.04 per mile.

Subtotal	159,080	00
10% Engineering and Contingencies	15,908	00
Total	174,988	00

This estimate approved by:

(Title) Office Engineer

26. Amount of Federal aid desired $87,494.00

(State in lump sum or percentage, but not both.)

5—1256

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

Chairman
(Title of officer.)

By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

CONTRACT #459,602,
603,604,629,653,680

PR 84 Hayden Creek-Keno 1922-1923

459, 602, 603, 604, 629, 653, 680 [redacted]

June 15, 1923

PR# 84

Honorable H. H. Bunnell,
County Judge of Klamath County,
Klamath Falls, Oregon.

Dear Sir:

Enclosed herewith are four copies of a resolution which we have had prepared to cover the cooperation on the Klamath River bridge near Spencers on the Ashland-Klamath Falls Highway.

Will you please see that this resolution is executed by the County Court of Klamath County and then return all four copies to this office. One copy will be returned to you with a fully executed copy of the contract for this structure.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM
Encls.

returned fully executed 6/27
to Mark for OK
continue mailed to Co Court 6/27

June 13, 1923.

Mr. R. L. Kinney,
Resident Engineer,
Reno, Oregon.

PR #84

Dear Sir:

This is to advise that the extra work order recently submitted to cover "prospecting for gravel quarry site on the Eugene Spencer place," will be considered to be Extra Work Order No. 1 under Contract No. 604. The bills for this extra work should be charged accordingly.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

3HP:.P

June 15, 1923

Fidelity & Deposit Company of Maryland,
c/o R. E. Pinney, Agent,
Casco Building,
Portland, Oregon.

PRTSH

Gentlemen:

Enclosed herewith is a copy of contract No. 653 for the construction of the bridge over Klamath River near Spencers, which contract was recently awarded to the Union Bridge Company.

This copy is for your files as surety on the bond furnished by the Union BridgeCompany.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

KBG:EM

1 Encl.

June 15, 1923

PRE 84

Union Bridge Company,
1001 Porter Building,
Portland, Oregon.

Gentlemen:

Enclosed herewith please find copy of contract No. 663, for the construction of Bridge No. 985 over the Klamath River near Spencer's on the Ashland-Klamath Falls Highway in Klamath County.

This copy is for your files.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

EM
1 Encl.

Form 1257A

CLASS OF SERVICE DESIRED

Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

JUNE 7, 1923

C. C. KELLEY,
ASSISTANT ENGINEER,
WHITE PELICAN HOTEL,
KLAMATH FALLS, OREGON.

COPCO AGREES TO PAY FOR FIVE FOOT RAISE SPENDER BRIDGE CONTRACT AWARDED.

ROY A. KLEIN

Very truly yours,

State Highway Engineer.

RAK:HI

June 7, 1923.

848

PRE 84

Members of the Highway Commission.

Gentlemen:

The California Oregon Power Company have just advised over the telephone that they desire us to construct the bypass bridge over the Klamath River 8 feet higher than the original plans showed and that they will pay the additional cost of this entire 8 foot elevation, which we estimate to be approximately $7,000.00. They have agreed to confirm this in writing, the matter to be subject to an agreement to be executed later.

Acting on previous instructions from the Commission, I have notified the contractor that work may begin at once, and also advising him of the change in plans.

Very truly yours,

State Highway Engineer.

RAK:HI

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

June 7, 1923

Fidelity & Deposit Company of Maryland,
c/o Hansen & Rowland, Inc.,
Tacoma Building,
Tacoma, Washington.

Attention Mr. L. A. Widell.

Gentlemen:

In reply to your letter of the 4th inst. stating that you had not yet received the copy of contract and bond covering the construction of the bridge over the Klamath River at Spencer's would say that the reason that you have not received this copy to-date is that the definite award has been held up pending satisfactory negotiations with the California Oregon Power Company for certain changes in the elevation of the bridge.

As soon as the contracts have been signed by the Highway Commission we will be pleased to mail you a copy.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

MBG:EM

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY *and* SURETY BONDS *and* BURGLARY INSURANCE

BALTIMORE

HANSEN & ROWLAND, Inc.
General Agents
TACOMA BUILDING
Phone Main 593

RECEIVED
JUN 6 1923
STATE HIGHWAY DEPT.

TACOMA, WASH.

June 4th, 1923

State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND #30775-UNION BRIDGE CO.-CONT. FOR CONST. OF BRIDGE #955 OVER KLAMATH RIVER.

We have not to date received received copy of bond and contract covering above. Kindly forward same by early mail, and greatly oblige

Very truly yours,

HANSEN & ROWLAND, Inc.,
General Agents

By J. A. Windell

LS.

ANSWERED
H. B. G.

State Highway Engineer.

BAK:IM

June 5, 1923

18-4

To the Members of the Highway Commission.

243

Dear Sirs:

Pursuant to instructions I have forwarded to the California Oregon Power Company our estimate of the cost of raising the Spencer Bridge structure and embankment approaches, to meet their requirements.

Our estimate for a six foot raise would be $9,936.00. The company also asked for figures on a four and five foot raise, these figures being $7,916.00 for the five foot raise and $5,755.00 for the four foot raise. These figures were sent several days ago and I think that an answer will be received before the special meeting on the 9th at which time I will be able to report further as to their decision.

Very truly yours,

State Highway Engineer.

RAK:LM

SPENCER BRIDGE

* * *
*

Estimate of Cost of Raising Grade

* * *
*

4' Raise:-

Class A Concrete	59 cu.yds.	@	$27.00 -	$1,593.00
Metal Reinforcement	5,400 lbs.	@	.08 -	432.00
Excavation	8 cu.yds.	@	6.00 -	48.00
Approach Fills			-	3,682.00
TOTAL-				$5,755.00

5' Raise:-

Class A Concrete	73 cu.yds.	@	$27.00 -	$1,971.00
Metal Reinforcement	6,900 lbs.	@	.08 -	552.00
Excavation	13 cu.yds.	@	6.00 -	78.00
Approach Fills			-	5,315.00
TOTAL-				$7,916.00

2601'

6' Raise:-

Class A Concrete	88 cu.yds.	@	$27.00 -	$2,376.00
Metal Reinforcement	8,300 lbs.	@	.08 -	664.00
Excavation	18 cu.yds.	@	6.00 -	108.00
Approach Fills			-	6,790.00
TOTAL-				$9,938.00

June 1, 1923.

PRI 8-1

18 93 B

Mr. R. L. Kuney,
Resident Engineer,
Keno, Oregon.

June 4th, 1925.

Dear Sir:

Reference is made to your letter of June 1st, requesting a job prefix to cover the grade widening on the section of the Ashland-Klamath Falls Highway between the Jackson County Line and Hayden Creek in Klamath County.

In view of the fact that this widening work was commenced prior to the completion of the grading of the section involved, we have considered the grade widening to be simply a part of the work under the original grading contract. The prefix applying to the work is, therefore, 18 93.

We find that you have submitted two monthly estimates in connection with this grade widening work. You will, therefore, please number your next monthly estimate No. 3, and show upon it as the quantity of work previously performed 468 cubic yards of intermediate excavation and 328 cubic yards of solid rock excavation, these quantities being the quantities moved by subcontractor, H. J. Ryhart between stations 672 + 50 and 831 + 40.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

SHP:ER

HERBERT NUNN
STATE HIGHWAY ENGINEER

...D ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Keno, Oregon.
June 1, 1923.

Mr. Roy A. Klein,
State Highway Engineer.
Salem, Oregon.

(Attention of S. H. Probert, Off. Engr.)

Dear Sir:

Will you please furnish me with the job prefix covering the grade-widening now being performed by John Hampshire, Contractor, on the Jackson County Line-Hayden Creek Section of the Ashland-Klamath Falls Highway.

Yours truly,

R. L. Kinney

Resident Engineer.

ANSWERED
S. H. Probert

RECEIVED
JUN 4

June 1, 1928

Mr. R. L. Ruey,
Resident Engineer,
Keno, Oregon.

NOTED
R. A. K.

Hayden Creek - Keno Dist.

Dear Sir:

We are in receipt of your letter of May 26th enclosing plan and profile of the proposed revision between station 1650 and 1667.

This is to advise that the revised location is accepted and you are instructed to do the grading on this revision.

Very truly yours,

Assistant Engineer.

OCK:LM

cc. S. M. Probert, Office.

HERBERT NUNN
STATE HIGHWAY ENGINEER

...AND ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAY 30 1923
OF
STATE

Keno, Oregon.
May 28, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

(Attention of C. C. Kelley, Asst. Engr.)

Dear Sir:

I am sending you under separate cover a sketch map and profile showing a proposed revision from Station 1649 to Station 1668.

It will be noted that this revision eliminates three curves, straightens the line, and shortens it by 86 feet. It increases the grade, however, from a 4.70 to a 5.74 for a short distance. This would not be objectionable, as there is considerable six per cent grade on this line at present.

The grading on the original location has been completed from Station 1650 to Station 1654, and the clearing is all done. The revised location would use the present constructed work from Station 1649 to Station 165..., but would raise the grade a little, as noted on the profile.

It would also necessitate about 1000 feet of additional clearing. Regardless of this fact, and that there would be a slight increase in the cost of construction, I would recommend that this revision be built.

We expect to start grading on this section in about ten days. If you are coming thru this way before then, I will take this matter up with you on the ground, but if not, would like to have your decision concerning this revision, so that construction will not be delayed.

Yours truly,

R. L. Kelley

Resident Engineer.

WESTERN UNION TELEGRAM

May 31, 1923

California Oregon Power Company,
Medford, Oregon.

Attention Mr. P. C. Crawford,

Gentlemen:

Receipt is acknowledged of your telegram of May 29th requesting cost figures on raising Spencer bridge four and five feet as well as six feet.

In answer will say that we will be pleased to furnish this information and will give you all the figures at the earliest possible date.

Very truly yours,

State Highway Engineer.

BAK:EM

Form 130

WESTERN UNION

TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

The word of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT
B124PR XA 21 NL

will call 840a

MEDFORD ORG MAY 29 1923

MR ROY A KLEIN

STATE HIGHWAY COMMISSION SALEM ORG

WOULD LIKE VERY MUCH HAVE COST FIGURES RAISING SPENCER BRIDGE FOUR AND FIVE FEET AS WELL AS SIX FEET IF POSSIBLE

P O CRAWFORD

1013P

18779
13889
Klein
540P
Del Am
MR

Will advise you of the results at the earliest possible date.

Very truly yours,

State Highway Engineer.

RAK:HI

May 22, 1923.

18-4

PRF 84

Union Bridge Company,
1001 Porter Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of May 18, relative to the Spencer bridge over the Klamath River in Klamath County. We appreciate the importance of getting this work started at the earliest possible date, and also realize the reasons which prompt you to ask that a decision in this matter be expedited.

About a week ago, we took this matter up with the California-Oregon Power Company, requesting them to give us their final decision at once, and we have since been advised that their engineers are making a study of the general situation and the officers of their company will meet the members of the Highway Commission in conference at the next Commission meeting, which will be held in Portland on May 28, so it is hoped that at that time a definite decision may be reached.

Will advise you of the results at the earliest possible date.

Very truly yours,

State Highway Engineer.

RAY:HI

UNION BRIDGE COMPANY

BUILDERS OF HIGHWAY BRIDGES

SEATTLE
CENTRAL BLDG.

PORTLAND
1001 PORTER BLDG.

Portland, Oregon,
May 18, 1923.

RECEIVED
MAY 19 1923
OREGON
STATE HIGHWAY COMMISSION

516
Mr.Roy A.Kline,
State Highway Engineer,
Salem, Ore.

Dear Sir:

We are in receipt of your letter of May 17th regarding the Spencer Bridge, and note that you expect a reply from the California Oregon Power Company at an early date regarding the proposed changes in this structure.

We desire to again emphasize to you the importance of getting this work started. We are protected in the matter of prices up to date on the major portion of the material for this structure, but these options cannot be held indefinitely. From our point of view the most serious result in this delay in getting the work started will be that it will be almost impossible to get the work finished this season and we will certainly appreciate anything you can do to permit us to go ahead with this contract.

We have tentatively arranged our affairs so that we will be ready to send men and equipment to this work next week.

Yours very truly,

UNION BRIDGE COMPANY.

BY. Chas. G Huber

CGH:F

May 17, 1923.

Union Bridge Company,
1001 Porter Bldg.,
Portland, Oregon.

Gentlemen:-

Replying to your communication of May 15th in regard to the matter of the Spencer Bridge, kindly be advised that we have this matter up with the California-Oregon Power Company and have written them recently requesting a definite decision at the earliest possible date. We will doubtless be able to advise you definitely within a very few days concerning this matter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer

By

Bridge Engineer

Ralf:- For your information - any news dept?

CHM:CG

UNION BRIDGE COMPANY

BUILDERS OF HIGHWAY BRIDGES

SEATTLE
CENTRAL BLDG.

PORTLAND
1001 PORTER BLDG.

Portland,Ore.
May 15, 1923.

State Highway Department,
Salem,Ore.

Gentlemen:

You recently asked us to hold up work on the Spencer Bridge over the Klamath River, pending a decision as to some possible changes on this bridge.

We are ready to begin this work,and would ask that you kindly give us a release, so that we may take active steps towards the construction of this bridge. You realize it is getting late and the season for construction in Klamath County is rather short.

Your prompt attention to this will be greatly appreciated.

Yours truly,

UNION BRIDGE COMPANY.

BY. Chas C Hatch

CGH:F

May 12, 1923.

18-4

California Oregon Power Company,
Medford, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of May 5, relating to the Spencer bridge across the Klamath River on the line of the Ashland-Klamath Falls Highway. The matter has been referred to the Commission, and I am instructed to reply as follows:

The Highway Commission desires to complete the present Ashland-Klamath Falls Highway at the earliest possible date and both county and state funds are now available for the complete project. The entire section from Ashland to Klamath Falls is now either completed or under contract excepting the surfacing of the Keno-Hayden Creek Section, which will follow as soon as the grading is completed.

As you may know, proposals for the proposed bridge at Spencer's were received on March 27, 1923. The award of the contract was made to the low bidder who has signed the contract and bond. At your request for further time for investigation, we asked the contractor to defer beginning construction for a short time, to which he rather unwillingly consented. You will appreciate the fact that with a rising labor and material market, we can not expect to hold a bidder in the event he desires to withdraw his bid and readvertisement is almost certain to mean higher prices.

The Commission, however, do not wish to stand in the way of legitimate enterprises or the development of natural resources, and therefore are willing to defer the construction of the proposed bridge on the present grade for a reasonable period to permit the Company sufficient time for investigation, provided the Company will agree to make good the added cost of the present structure if the Commission are unable to hold the present bidder and it becomes necessary to readvertise the project and let it at a higher figure in the event that after investigation the Company decides to abandon the power project.

On the other hand, if the present bridge construction is deferred and the Company decides to build the dam, requiring a higher grade line for the bridge, then the Commission asks that the Company assure them now that they will meet the additional cost of the higher structure. The

Commission feel also that a definite time limit in which the decision should be made should be given.

Therefore, I am instructed to say that unless the Company will agree to the additional expense of the construction of the present bridge, if it is necessary to readvertise and let the work at a higher figure if the present plans are abandoned, or unless the Company will agree to pay the additional cost of a high level bridge over the present structure, then the Commission will proceed with the present contract so that the work may be completed throughout.

The present bridge structure is very light and in a dangerous condition, therefore, there is considerable responsibility and some cost in maintaining the structure in its present condition on a through highway, and as stated above, the Commission would very much like to complete the job at the present time so that the bridge may be completed when the grading and surfacing is done.

I might add that it is quite probable that in the event a high level bridge is built, it would probably be built on a different location than the proposed structure, and for that reason, we are stopping the grading on each side of the river so that the better location could be used for the high level structure if the power development plans are carried out. To connect the present bridge with the new alignment is somewhat awkward, but could be done at a reasonable expense. Our estimate of the increased cost of the high level structure is approximately $25,000.

Would be pleased to have your reply on this subject at your very early convenience.

Very truly yours,

State Highway Engineer.

RAW:HI

cc H. A. Booth

May 6, 1925.

129

Mr. R. A. Booth, Chairman,
State Highway Commission,
c/o Booth-Kelly Lumber Co.,
Eugene, Oregon.

Dear Mr. Booth:

I am attaching herete a copy of a letter received from the California Oregon Power Company, relating to the Spencer bridge situation in Klamath County. Would be pleased to have you instruct me as to the answer which should be made.

I have looked up this matter a little, and find that a Federal Power Permit is a permit to use the water only, and if, by the construction of a dam, lands are overflowed or property rights destroyed, then it would be up to the company to make good that damage. It would appear to me that we have certain rights in the old bridge and that if it is necessary to raise the level of the new bridge, the excess cost should be borne by the company.

If we are to defer the construction of the bridge at this time, it would appear that we should have some agreement with the company whereby they would agree to take the additional part of the cost if, after their investigation, the project is feasible and construction follows.

Very truly yours,

State Highway Engineer.

RAV:HI

THE CALIFORNIA OREGON POWER COMPANY

HOME OFFICE

MEDFORD, OREGON

In reply please refer to our File Number

515.042

May 5-1923.

RECEIVED
MAY 7 1923
STATE ... Commission

Mr. Roy A. Klein, State Highway Engineer,
Oregon State Highway Commission,
Salem-Oregon.

Dear Sir:

In line with my promise to Mr. Kelly last Wednesday, I wired you this morning as follows:

> "Spencer bridge data obtained last Wednesday from Mr. Kelly has been carefully considered stop we feel that bridge should be raised at least twelve feet to permit use of pondage in connection with power development at this point stop in view of present status our preliminary permit for this project from the Federal Power Commission we cannot bear any portion of the cost of the change stop the power project will be thoroughly investigated this summer and we would be glad to have the bridge construction delayed if possible until results are available."

It is regretted that the data available on our Klamath River project is so meager at the present time, but I am sure you appreciate our position in this matter.

Yours very truly,

P. D. Crawford

Vice-President and Chief Engineer.

POC-AWB.

Form 1205

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 487 STATE ST., SALEM, ORE.

B62PO XA 96 BLUE 3 EXTRA

MEDFORD ORG 1135A MAY 5 1923

ROY A KLEIN

62 OREGON STATE HIGHWAY COMMISSION SALEM ORG

SPENCER BRIDGE DATA OBTAINED LAST WEDNESDAY FROM MR KELLY HAS BEEN CAREFULLY CONSIDERED STOP WE FEEL THAT BRIDGE SHOULD BE RAISED AT LEAST TWELVE FEET TO PERMIT USE OF PONDAGE IN CONNECTION WITH POWER DEVELOPMENT AT THIS POINT STOP IN VIEW OF PRESENT STATUS OUR PRELIMINARY PERMIT FOR THIS PROJECT FROM THE FEDERAL POWER COMMISSION WE CANNOT BEAR ANY PORTION OF THE COST OF THE CHANGE STOP THE POWER PROJECT WILL BE THOROUGHLY INVESTIGATED THIS SUMMER AND WE WOULD BE GLAD TO HAVE THE BRIDGE CONSTRUCTION DELAYED IF POSSIBLE UNTIL RESULTS ARE AVAILABLE

THE CALIFORNIA OREGON POWER CO P O CRAWFORD 1238P

Yours sincerely,

rab/end

RECEIVED
MAY 10 1923
OR.
STATE HIGHWAY COMMISSION

SYMBOL	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1201

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 73 MARKET ST., MARSHFIELD. ORE.

A69PO FO 28

Salem Org 357P May 2 1923

R A Klein

0631 Care W E Chandler Marshfield Org

Increased cost high level crossing Klamath river approximately twenty three thousand dollars stop Power company officials will confer with their principals and advise their decision on Saturday next

C C Kelly

410P

RECEIVED 4:15 P.M. MAY 2 1923 MARSHFIELD DIV. OFF.

Yours sincerely,

rab/end

RECEIVED MAY 10 1923 OFFICE STATE [illegible] COMMISSION

...H. EUGENE, CHAIRMAN
WILLIAM DUBY, BAKER
...VAN DUZER, PORTLAND
} COMMISSIONERS.

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

May 9, 1923.

Mr.R.A.Klein,

Salem,Ore.

Dear Sir:

To yours of the 8th relative to the Klamath bridge:

The only justification that I can see for the delay in construction of this bridge would be a statement from the California-Oregon Power Co. that if they wanted the bridge raised they would pay the additional cost and state definitely the time in which they would make the decision; otherwise I think we should go ahead.

Yours sincerely,

rab/end

RECEIVED
MAY 10 1923
OR...
STATE HIGHWAY COMMISSION

NOTED
R.A.K.

April 11, 1923

Mr. R. A. Booth, Chairman,
State Highway Commission,
c/o Booth-Kelley Lumber Co.,
Eugene, Oregon.

18-H

Dear Mr. Booth:

In the matter of the Klamath River bridge at Spencer's, referred to in your telephone conversation of this morning and particularly the possible raise in the water level referred to by Judge Kaykendall in his message to you, will say that I have notified the Bridge Department to look into this matter and follow it up before the contracts are sent out, and will be pleased to report to you further our findings in this matter.

In the matter of the final payment on the Johnson Contract Company's Mt. Hood Loop contracts, as I stated to you in our conversation, we will pay the final estimate which has been approved by the Commission and signed by Johnson, in amount $9,776.16 in full and the matter of engineering deduction in amount $530.41 will be brought before the Commission for disposal at the next meeting and then if it is decided that the charge should stand we can deduct it from another contract which the Johnson Contract Company has on the Hood River end of this highway.

Very truly yours,

State Highway Engineer.

RAK:LM

NOTED
R.A.K.

March 29, 1923.

County Court of Klamath County,
Klamath Falls, Oregon.

184

Gentlemen:

I am handing you herewith the bid tabulations received on the bridge over the Klamath River near Spencer's. The low bid was submitted by the Union Bridge Company and amounts to $41,510.00, which is slightly in excess of the Engineer's estimate. There were only two other bids received.

Inasmuch as the price of steel is advancing steadily, it is thought that it would be unwise to readvertise as perhaps by the time bids were received further advances would be made. The steel mills are many months behind in deliveries and, therefore, it is important that this contract be let at the earliest possible date so that the low bidders may place their order at once.

Since the county is cooperating fifty per cent of the cost of this structure, the matter is referred to you for the acceptance or rejection of the low bid. The Engineer recommends the acceptance even though in excess of his estimate, in view of the present conditions of the labor and material market.

Very truly yours,

Secretary.

RAK:HI

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

April 9, 1925.

PR - 84

Gentlemen:

Herewith we are enclosing six copies of estimate as basis for modified agreement on the Hayden Creek-Keno Section, Oregon Project #84.

This estimate has been revised to include the Spencer Bridge across the Klamath River, and to request full Federal cooperation on the project.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer

By

Office Engineer

Dict. by J. W. De Souza

ER

enc.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

P.R. #94

POST OFFICE BUILDING,
PORTLAND, OREG.

March 26, 1923.

RECEIVED
MAR 27 1923
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The plans for the Spencer bridge, Oregon Federal aid project No. 84, have been approved by this office, and recommendation made for final approval by this Bureau.

Very truly yours,

[signature]

District Engineer.

Voted Sept 1923

March 23, 1923.

Mr. O. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

PR 84

Dear Sir:

We are mailing to you today, three blue print copies each of Sheets 11, 12, 16 and 17 of the Hayden Creek-Keno Federal Aid plans.

These are sent in accordance with your letter of March 20th to which was attached copy of a letter from the Long-Bell Lumber Company to Mr. D. V. Kuykendall, Klamath Falls, Oregon, in which this company stated they would need these in connection with preparation of right-of-way descriptions.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer.

Dic by L.E.Parsons.
AP

...PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER
HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.
Mar. 20, 1923.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. Probert.

RECEIVED
MAR 23 1923
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:-

Please be refered to the attached letters requesting prints of Ashland - Klamath Falls Highway for Long-Bell Lumber Company.

If you will forward prints to me, I will deliver same to Judge Kuykendall.

Very respectfully,

G. I. Stebbins,
Res. Eng'r.

GIS/RW
Encls.

Sending 3 Prints

D. V. KUYKENDALL
ATTORNEY AT LAW
LOOMIS BUILDING
KLAMATH FALLS, ORE.

March 17, 1923.

Mr. G. I. Stebbins,
Oregon State Highway,
Klamath Falls, Oregon.

Dear Sir:-

You will note from the enclosed copy of letter from the Land Commissioner of the Long-Bell Lumber Company that that Company is the owner of more lands than we knew about at the time you furnished the maps.

If you can furnish the maps requested, we will perhaps be able to get this matter closed up eventually.

Yours very truly,

D. V. Kuykendall

DVK:J
Enc.

RECEIVED
MAR 23 1923
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

RECEIVED
MAR 9 1923
OREGON
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING,
PORTLAND, OREG.

March 5, 1923.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Re Oregon 34, Hayden Creek-Keno Section.

We have your request for inclusion in the project of the bridge across Klamath river. The plans have been received, reviewed and returned to your bridge department for corrections. As soon as the plans are agreed upon, we will forward them, requesting revision of the Project Agreement to include this work.

The execution of the Modified Project Agreement may be deferred until after bids are received, if desired, in order to use bid prices as a basis of the agreement estimate, and when we forward the plans we will request the Regional Office to withhold preparation of the Modified Project Agreement until estimate based on contract prices has been received.

When this estimate is prepared, it should show all work included in the present agreement as well as the bridge work. The estimate submitted March 5, will be sufficient for present requirements.

Very truly yours,

[illegible]

District Engineer.

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon

March 5th, 1923.

PR - 84

Gentlemen:

Under separate cover we are today sending you five blue print copies of plans for the bridge across the Klamath River, on the Hayden Creek-Keno-Section of the Ashland-Klamath Falls Highway, Oregon Project #84. Six copies of estimate of the cost of the structure are attached hereto.

You will recall that this structure was originally included as a part of the project under the project agreement and the estimate as basis for project agreement, being eliminated from the latter at your suggestion. We now desire to make this a part of the project, and to receive Federal aid thereon, and we would be very pleased to have you advise us of the procedure that should be followed.

It may be that it will simply be necessary to include the bridge quantities in a revised estimate and to request a modification of the project agreement. If this is all that will be required, it would appear advisable to delay this action until the bridge contract is awarded. This would take care of both inclusion of the bridge and the increase in the Federal share of the grading and surfacing, now made possible by the recent allocation by the Secretary of funds appropriated for the present fiscal year.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

Dict. by J. W. De Sousa

XR

OREGON STATE HIGHWAY DEPARTMENT. PROJECT NO. 84

KLAMATH RIVER BRIDGE ON THE HAYDEN CREEK-KENO SECTION

OF THE ASHLAND-KLAMATH FALLS HIGHWAY IN KLAMATH COUNTY

Salem, Oregon, March 5, 1925.

850	Cu. Yds.	Class "A" Concrete	$ 27.00	$ 22,950.00
155,000	Lbs.	Metal Reinforcement	.06	9,300.00
810	Lin. Ft.	Concrete Handrail	5.00	4,050.00
200	Cu. Yds.	Excavation	4.00	800.00
20	Cu. Yds.	Excav. below Elev. shown	10.00	200.00
		Sub-total		$ 37,300.00
		10% Engr. & Cont.		3,730.00
		Total		$ 41,030.00

State Funds available	$ 16,030.00
Federal Aid Requested	25,000.00
	$ 41,030.00

FORM 6 10557-5000-10-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS.

A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

March 2, 1923.

Mr. J. W. De Souza,
OFFICE.

Dear Sir:-

We are handing you five prints of our design for the Spencer Bridge over Klamath River about six miles west of Keno.

Our estimate on this is as follows:-

Class "A" Concrete	850	cu.yds.	at	$27.00	= $22,950.00
Metal Reinforcement	155,000	lbs.	at	.06	= 9,300.00
Concrete Handrail	810	lin.ft.	at	5.00	= 4,050.00
Excavation	200	cu.yds.	at	4.00	= 800.00
Exc. below elev. shown	20	cu.yds.	at	10.00	= 200.00
				TOTAL	$37,300.00

Very truly yours,

Bridge Engineer.

MR,MEW
Encl.

FORM 2A 19244-7800-9-23

R. A. BOOTH, EUGENE, CHAIRMAN
J. F. YEON, PORTLAND
W. J. BARRATT, SEPPNER
COMMISSIONERS

R. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Keno, Oregon.
Feb. 23, 1923.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

(Attention C. C. Kelley, Asst. Engr)

Dear Sir:

John Hampshire advises that he expects to start grade widening on the Keene Creek-Hayden Creek Section in about ten days, and will start at Keene Creek.

I have a car at Spencer Station but will need another car for this grade widening work.

My transit Rodman, V. G. O'Neil, is in Salem, and I have written him a letter advising him what equipment I need from the Salem office for the grade widening work. I have instructed him to get a car from the Highway Dept. at Salem, and bring these supplies in the car to Pinehurst.

I am writing this letter so that this matter will be understood when O'Neil calls for these supplies.

Yours truly,

R. L. Kinney.

cc-S. H. Probert.
V. G. O'Neil.

RECEIVED
FEB 27 1923
OREGON
STATE HIGHWAY COMMISSION

84

February 22, 1923

Dunn & Baker,
Box 1137,
Klamath Falls, Oregon.

Gentlemen:

I am handing you herewith four copies of contract and bond for the construction of 10.98 miles of grading and surfacing on the Keno-Hayden Creek Section of the Ashland-Klamath Falls Highway in Klamath County, our contract No. 629.

Please execute all four copies of the contract and bond and return to this office for the signatures of the members of the Highway Commission, after which we will be pleased to return you one copy for your files and one copy to the surety on the bond.

Very truly yours,

Secretary.

EM
Encls.

February 13th, 1923.

Mr. G. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

PR #84

Dear Sir:

We have your letter of February 8th, with a letter attached from The Long-Bell Lumber Company to Judge D. V. Kuykendall, Loomis Building, Klamath Falls, requesting that their company be furnished with maps showing their holdings in Klamath County through which the Ashland-Klamath Falls and the "Klamath Falls-Rock Creek" highways may pass.

Since we do not have access to the Klamath County Assessment Rolls, it is rather hard for us to pick out their property and furnish maps covering it. We do find where the name"R. A. Long" appears on our Federal Aid Plans for the project between Hayden Creek and Keno. Blue prints of the sheets on which the highway is shown as touching this company's property are being sent to you, under separate cover.

The Long-Bell Lumber Company's letter is being returned herewith as you requested. If further maps are required, it will be necessary that we be advised as to the definite locations of their lands in order that we may intelligently furnish maps.

Very truly yours,

HERBERT BUNN
State Highway Engineer

By

Office Engineer.

Dic by L. R. Parsons
AP

Enclosure.

FORM 24 10544-7000-8-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
COMMISSIONERS

ROY [illegible] KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 7 1923
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon, February 1, 1923.

18GB

Mr. [illegible],
[illegible] Engr.,
[illegible], Oregon.

(Attn: [illegible] P.M. Parrott, Div. Engr.)

Dear Sir:

Relative to your letter of Jan. 26, I inclose herewith [illegible] Section (Station 7[illegible]+45).

[illegible] Section 8+40. [illegible] Section 8+40 to 11[illegible]+45 (End of Project). [illegible]

I [illegible].

Very truly yours,

R. L. Kunze

[illegible] ENGR.

Mr. R. L. Kuney,
Resident Engineer,
Keno, Oregon.

January 24, 1923.

1893B

Dear Sir:

It is noted that upon your last monthly quantity summary sheet for the roadbed widening upon the Hayden Creek-Jackson County Line Section, you have indicated that all work is completed, and that the total quantities involved consist of 468 cubic yards of intermediate excavation and 328 cubic yards of solid rock excavation.

As these quantities are very considerably below the quantities which you estimated sometime ago to be required, we would be pleased to receive a statement from you accounting for this discrepancy. We are inclined to think that the balance of the quantities included in your original estimate may have been included in the final payments for the work done under the main grading contract, but we would like to have correct information in regard to this feature.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:ER

GENERAL OFFICE:
GRANTS PASS, OREGON

JOHN HAMPSHIRE
CONTRACTOR

REPLY TO

RECEIVED
JAN 24 1923
STATE HIGHWAY DEPT.

1893B

Grants Pass, Oregon.

January 22, 1923.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir. Attention Mr. S.H.Probert:

Acknowledging receipt of your favor of the 15th instant regarding release of the percentage retained on my Contracts No. 459 and 460.

I hope that by this time the estimates have been rechecked by your final estimate checking department and very shortly I shall be favored with vouchers covering the retained percentage.

Very truly yours,

John Hampshire

JH:LC

January 18th, 1922.

Mr. John Hampshire,
Grants Pass, Oregon.

1893B

Dear Sir:

Reference is made to your letter of January 4th in regard to a release of the percentages retained on your Contracts No. 459 and 460.

In this connection, we have to advise that on Contract 459, we are retaining only the nominal amount of $100.00, the purpose of this being to hold the contract in an uncompleted state, which is desirable in connection with the handling of our records. The final estimate for Contract 460 is now being checked by our final estimate checking department, and we will not be able to make any further release of percentages until this check is completed, which should be within the next two weeks; the time depending principally upon whether or not the final estimate must be returned to the field for confirmation of any corrections which we may make.

Estimate voucher covering your December 20th estimate for work done on the Hunters Head Section was mailed out for your signature on January 8th.

Very truly yours,

HERBERT HUEN
State Highway Engineer

By

Office Engineer.

SHP:AP

49-84

November 5, 1924.

Royal Indemnity Company,
C. A. Hayden, Agent,
201 Sansome Street,
San Francisco, California.

Gentlemen:

You are hereby notified that State Highway Contract No. 660 for the construction of the Hayden Creek-Keno Section of the Ashland-Klamath Falls Highway in Klamath County, consisting of 12.36 miles of gravel surfacing has been completed by the contractor, W. D. Miller and that final settlement will be made by the State with said contractor for work done under said contract on or after November 15th, 1924.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Gladmyer,
Chief Clerk.

Dict. by J. McFarland.

66 66 0954

October 30, 1924.

Royal Indemnity Company,
Pine & Sansome Streets,
San Francisco, California.

Gentlemen:

In reply to your letter of the 11th inst. regarding contract held by W. D. Miller for the construction of the Keyden Creek-Kemo Section of the Ashland-Klamath Falls Highway, our contract No. 680, please be advised that this contract is completed; however, final payment has not yet been made for the reason that final field notes have not been checked in this office. This work is under way at the present time and we anticipate that final payment will be made within the next week or two.

Up to the present time we have paid to Mr. Miller the sum of $57,894.35. We are retaining the sum of $1,761.87 until the final field notes have been given their last check.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Claisyer,
Chief Clerk.

HBC:LM

...YO THE COMPANY - NOT TO IN...ID...

ROYAL
INDEMNITY COMPANY
HEAD OFFICE, NEW YORK - MILFORD E. JEWETT, PRES.

PACIFIC COAST DEPARTMENT
ROLLA V. WATT, MANAGER
F. M. COTTER, RESIDENT SECRETARY
E. C. SMITH, ASST. RESIDENT SECRETARY

Cable: COMPENSATE, SAN FRANCISCO

PINE & SANSOME STREETS

SAN FRANCISCO, CAL.

October 11, 1924.

Oregon State Highway Commission,
Salem,
Oregon.

Dear Sirs:

In re PCD-15266--W. D. Miller-
State of Oregon

We would appreciate your advising us if the contract of the above named to the Hayden Creek-Keno Section of the Ashland-Klamath Falls Highway in Klamath County, Contract No. 680, has been completed and accepted, and if so, the final contract price and the date.

Yours very truly,

ANSWERED
H. B. G.

Chas. A. Prevost,
Supt. Bonding Dept.

By W. C. Benning

WCB:C
Enc

- July 21-1924
Final Estimate ... $57594.35 to date,
$1,781.27 Retained.

66 66

PR 84

Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

October 6, 1924

Gentlemen:

Reference is made to your letter of the 4th inst. relative to the final voucher on the Hayden Creek-Reno Section, Oregon Federal Aid Project No. 84.

We are enclosing herewith a letter from Mr. C.O. Kelley, Division Engineer, under date of February 11, 1924, explaining the over-runs in excavation quantities on the project.

We are also enclosing four copies of a statement covering the items which have been paid for by the California-Oregon Power Company, on account of raising the grade line of the Spencer Bridge. You will note that outside of the supplementary agreement for grading the approaches, the amount of cooperation is paid by the Oregon-California Power Company amounts to $6,777.98. The final voucher for the project contains contingency items, upon which Federal Aid could be allowed, considerably in excess of this amount and we trust that no revision in the final estimate will be necessary.

Prior to Mr. Klein's letter to you, under date of August 9th, an agreement had been prepared and submitted to the California-Oregon Power Company. This agreement apparently was submitted to their attorney, who raised a discussion of the conditions which was not settled until after the completion of the work. As a result, no agreement was ever formally executed, altho the California-Oregon Power Company paid our statement of extra cost without question, when it was submitted to them. As this payment satisfied the Highway Department in the matter, execution of the agreement was not pushed any further.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By
E. H. Probert
Office Engineer

Dict. by J. W. DeSouza/LL
Enclosure
cc

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No. ------

POST OFFICE BUILDING,
PORTLAND, OREG.

October 4, 1924.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of final voucher for Oregon 84, Hayden Creek-Keno Section of the Ashland-Klamath Falls Highway.

In checking this voucher it is noted that the overruns in common, intermediate and solid rock excavation are 18,913 cu. yds. It is necessary for us to show reasons for this overrun in submitting the voucher, and we would be pleased to have you advise us of such reasons.

It is also noted that no concrete is shown as being paid for by the California-Oregon Power Company. Reference is made to our letter of August 8, 1923, and your reply of August 9, relative to agreement between the State and the Power Company on raising the grade of bridge and approach five feet. In your letter of August 8, you advise that a copy of the agreement would be furnished when executed. We are unable to find a copy of this agreement in our files.

It will be necessary to hold this voucher pending the receipt of this information.

2,692.28 P.V.
1,085.70 Overpaid
3,081.65 approx
6,859.63

Very truly yours,

C. H. Purcell
District Engineer.

G. M. Davis
ACTING

Form No. 81.

3984

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Aug. 11, 1934

Job Name Hayden Creek-Keno Section Graveling

Week from July 26 to Aug. 10

Mail Address Klamath Falls

Highway Ashland-Klamath Falls

Telegraph or Telephone Address Klamath Falls

County Klamath Job Prefix 18PG-2

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This report covers a period of two weeks

The graveling on this section was completed on July 27.

The State operated two sprinkling tanks re-watering portions of the work till July 31, and the section was taken over for maintenance on August 1.

RECEIVED A.K

Signed R. L. Kinney

Title Res. Engr

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 12.38

Miles completed 12.38

Miles partially done .....

Average daily yardage placed this week .....----

Average daily yardage necessary to complete on time .....----

Contractor's average force for week ..... 6 .....men,

..... 2 .....teams, ... 2 .....trucks

Percentage of total required yardage now in place ..... Removing plant

Surfacing will be completed about ..... July 27-1924

Number men in Engineering Party ..... See 18DF report

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..See 18DF report.. *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

FORM 84 50100 1924-4-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. S. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

PR#84

Klamath Falls Oregon.

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

August 11 1924

Mr Roy A.Klein
State Highway Engineer
Salem Oregon.

Attention Mr S.H.Probert Office Engineer.

Dear Sir:-

Yours of the 8th inst re force order #4 Hayden Creek Keno Section.

The work embraced in this order covers work that is hardly comparable to preparation of subgrade. The work of surfacing was carried late into the fall in order to permit winter traffic over the section and the stone was placed under the most unfavorable conditions, and despite the Contractor's repeated requests to be allowed to shut down operation. The work involves, ditching , filling in large depressions, maintenance of traffic and in addition to two blade machines and extra towing trucks maintained by the Contractor during the operation.

My belief is that the bill is a just force account item, and it is returned herewith.

Respectfully

C.C.Kelley
Division Engineer

CCK/WRC

PR #84

August 8th, 1924.

Mr. C. C. Kelley.
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

Reference is made to the enclosed extra work order #4, under the Contract of W. G. Miller for the surfacing of the Hayden Creek-Keno Section.

As the work covered by this order appears to be work which the contractor would be obligated under his contract to perform, at his own expense, this order should be accompanied by a supplementary statement setting out the conditions which entitle the contractor to compensation for same.

As practically all of our subgrades are subjected to travel between the time the grading is completed and the time the surfacing is applied, it would seem that the contractor should expect to be required to eliminate such ruts and holes as might be made by such traffic. This feature seems to be fully covered in the special provisions applying to preparation of subgrade.

In his contract the contractor agreed that he would complete the base course surfacing prior to November 15th, or failing to do so that he would maintain the unsurfaced portions of the work during the winter months. If his failure to complete this base course prior to the commencement of rainy weather made it necessary for him to deposit some of the materials by means of scrapers, it would, without some explanation, appear that he should bear the expense thereof. The fact that materials had to be deposited in that manner would seem to indicate that the State must have suffered considerable extra expense from the loss of surfacing materials.

Very truly yours,

ROY A. KLEIN
State Highway Engineer.

By

Office Engineer.

BHP:TW

09-54

July 29th, 1924. PRA

Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Gentlemen:

Herewith we are enclosing four copies of voucher for the amount of $15,522.03, covering work done to July 10th, on the Hayden Creek-Kemo Section, Federal Aid Project No. 84.

This voucher supercedes the one previously sent you for the amount of $7,573.82, for work done to June 10th. The date of the work covered by the voucher has been extended to July 10th, and the unit price for filler has been increased from $.40 to $.50 in accordance with your letter.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer

Dict. by J. W. DeBoura : TW

Enclosure.

PR #84

April 9, 1924.

California-Oregon Power Company,
Medford, Oregon.

Attention Mr. E. G. Waters.

Gentlemen:

This is to acknowledged receipt of your voucher check No. 12,132, in the amount of $6,859.63, covering payment in full of our recently submitted bill for the extra cost incurred by the State in constructing the Spencer Bridge over the Klamath River to the grade desired by your Company.

Please accept our thanks for your prompt settlement in this matter.

Very truly yours.

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:TW

THE CALIFORNIA OREGON POWER COMPANY

HOME OFFICE

MEDFORD, OREGON

In reply please refer to our File Number

RECEIVED
APR 9 1924
OREGON
STATE HIGHWAY COMMISSION

April 7, 1924.

Oregon State Highway Commission,
Salem, Oregon.

ATTENTION: Mr. S. H. Probert.

Gentlemen:

Enclosed herewith is our voucher check #12132 covering the raising of Spencer Bridge. This is in accordance with my letter of April 3, 1924.

We wish to express our appreciation of your hearty cooperation in this matter.

Yours very truly,

THE CALIFORNIA OREGON POWER COMPANY

E. G. Waters

Assistant to the Chief Engineer.

EGW:IR
Encl.

6,859 63

ANSWERED
S. H. Probert

CALIFORNIA OREGON POWER COMPANY

HOME OFFICE

MEDFORD, OREGON

In reply please refer to our File Number

515.042

April 7, 1924

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. S. H. Probert.

Gentlemen:

We have checked over your bill covering extra expense incurred by the State Highway Commission in raising Spencer Bridge and have approved the total $3,859.53. This bill has been passed on to our accounting department for payment.

We are returning under separate cover the profile and map showing the relation of the final construction to the original plan which you sent us.

Yours very truly,

CALIFORNIA OREGON POWER COMPANY

E. G. Waters

Assistant to the Chief Engineer.

EGW:E

PR-84

March 20, 1924.

Bates, Lively & Pearson,
General Insurance Agents,
300 Yeon Building,
Portland, Oregon.

Attention Mr. M. L. Little.

Gentlemen:

In reply to your letter of the 19th inst. requesting the total amount paid to the contractor for the construction of the Hayden Creek Section of the Ashland-Klamath Falls Highway, our contract No. 604, please be advised that the amount paid to the contractor was $140,350.04, of which amount $37.16 represents force account work.

This job was completed on December 18, 1923.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

BATES, LIVELY & PEARSON

GENERAL INSURANCE AGENTS

300-309 YEON BUILDING

PORTLAND, OREGON

PAUL C. BATES
K. V. LIVELY
W. E. PEARSON

March 19, 1924

RECEIVED
MAR 20 1924

GENERAL AGENTS FOR

AETNA LIFE INSURANCE CO.
OF HARTFORD, CONN.
ACCIDENT AND HEALTH
COMPENSATION
LIABILITY
LIFE

AETNA CASUALTY & SURETY CO.
OF HARTFORD, CONN.
AUTOMOBILE
BURGLARY
FIDELITY AND SURETY
PLATE GLASS
SPRINKLER LEAKAGE

THE AUTOMOBILE INSURANCE CO.
OF HARTFORD, CONN.
AUTOMOBILE INSURANCE
PARCEL POST
MARINE
FIRE

CITY OF NEW YORK INSURANCE CO.
OF NEW YORK
AUTOMOBILE
FIRE

CENTURY INSURANCE CO., LTD.
OF EDINBURGH, SCOTLAND
FIRE

THE NATIONALE FIRE INSURANCE CO.
OF PARIS, FRANCE
FIRE

HARTFORD STEAM BOILER
INSPECTION & INSURANCE CO.
STEAM BOILERS
FLY WHEEL
ENGINE

Roy A. Klein
State Highway Engineer
Salem, Oregon

Re: Contract No. 604 p Hayden Creek Section of the
Ashland Klamath Falls Highway - John Hampshire

Dear Sir:

We are in receipt of your favor of the 18th instant advising that final settlement will be made under the above contract about March 27.

We would thank you to advise us the total amount of the contract price.

Yours truly,

BATES LIVELY & PEARSON

By M. L. Leate

MLL HG

Total amount final estimate
$140,350.04 of which $57.16 was for
work was completed Dec 12-1923

ANSWERED
H. B. G.

P.R 84

March 18, 1924.

The Aetna Casualty & Surety Company.
McCamger, Lively & Pearson, Agents.
Yeon Building, Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway contract No. 604 for the construction of the Hayden Creek-Keno Section of the Ashland-Klamath Falls Highway in Klamath County, consisting of 12.12 miles of grading, has been completed by the contractor, John Hampshire, and that final settlement will be made by the State with said contractor for work done under said contract on or after March 27th 1924.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contractor.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

PR#84

February 21, 1924.

Mr. C. C. Kelley,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

Reference is made to your letter of the 19th in regard to payment for extra clearing and grubbing on the Keno-Hayden Creek Section.

There are two reasons why we must require either a special price quotation for extra clearing and grubbing work, or payment for same on a force account basis. The first and controlling reason is that the Secretary of State insists upon all payments to contractors being made in accordance with the terms of the contract, and the contract states that payment for extra clearing and grubbing will be made in accordance with the provisions governing payment for "Extra Work".

The second reason is that if this basis of payment is allowed to be used and is not questioned in this office, some of our engineers will use it without regard to how nearly the payment on this basis may approximate the actual value of the work performed; in other words, it would be adopted as the standard basis of payment for extra clearing and grubbing work.

The costs of the clearing and grubbing of different areas even on the same project are subject to very wide variation, and for this reason it would be unfair to both the state and the contractor to adopt some basis of payment which would give no opportunity to take actual conditions into consideration. Furthermore, contractors are inclined at times to very materially overbid the clearing and grubbing item. Also, the usual condition is that little if any grubbing work is included in connection with extra clearing work.

The fact is appreciated that, without actual cost information, it is difficult to arrive at a very close unit price, and that, in many instances the unit prices agreed upon will be figured back from the lump sum bid price, but never-the-less the agreed unit price basis of

payment will in all instances be fully as accurate as the percentage basis of payment, and it has the advantage of giving an opportunity to make allowance one way or the other, for the conditions actually encountered.

In the present instance, it is quite apparent that the securing of a price quotation will be a rather fruitless formality, but there seems to be no other way out.

Very truly yours,

ROY A. KLEIN
StateHighway Engineer

By

Office Engineer.

SHP:TW

COMMISSIONERS
CORVALLIS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.,
Feb. 19, 1924.

FEB 21 1924

Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. S. H. Probert.

Dear Sir:-

Your favor of Feb. 16th re extra clearing on Contract #604, is noted.

If you think advisable, we can request contractor to furnish price quotation on extra clearing and grubbing but we know of no fairer way to handle the matter than to reduce it to terms of the original bid.

The original bid was fair and the work done in addition to the work bid on consists of clearing and grubbing a line change after clearing and grubbing was finished on the original line. The contractors bid is about $25.80 per station as an average for the whole line or $200 per acre as an average for the acreage involved. The extra clearing based on stations cleared would equal $267.30 which was the amount allowed. The amounts on an acreage basis would be 1.42 acres times $200.00 equals $284.00

The extra clearing and grubbing done represents a fair average for the whole job and we think the percentage basis the fairer way of estimating since no cost accounting was kept during progress of the work.

The work was performed between Stations 1654/80 and 1665/16 and amounts to 1.42 acres.

Respectfully,

ANSWERED
S. H. Probert

CCK:RW

C. C. Kelley,
Division Engineer.

PR#84

February 16, 1926.

Mr. C. G. Kelley,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

In the final estimate for the grading of the Hayden Creek-Keno Section, allowance is made for extra clearing and grubbing on the basis of a percentage of the lump sum price bid for clearing and grubbing. Payment for extra clearing and grubbing on this basis is not in accordance with our usual practice, and we, therefore, request that a price quotation covering this work be obtained from the contractor.

In case this quotation is on a per acre basis, we should be supplied with the acreage of the clearing and grubbing performed.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:W

FORM 2A 23084 10M-10-23

WILLIAM DUBY, Baker, Chairman
H. Bryan DUZER, Portland
W. H. MALONE, Corvallis
COMMISSIONERS

ROY A. KLEIN
State Highway Engineer
and Secretary

OREGON STATE HIGHWAY COMMISSION

SALEM

PR #84

Klamath Falls, Ore.,
Feb. 11, 1924

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

RECEIVED
FEB 13 1924
OF
STATE HIGH

Dear Sir:-

Enclosed herewith is Final Estimate, Contract #604. Release of retained percentage is recommended.

The total yardage on the prelinimary estimate is 62,500 Cu. Yd. and the final 81,473, an increase of 18,973 Cu. Yd. Total quantities are comprised of 13,759 Cu. Yd. of borrow and 57,714 Cu. Yd. of excavation. The prelinimary estimate calls for 2,300 Cu. Yd. of borrow which has been exceeded by 11,400 Cu. Yd.

This excess borrow may be accounted for as follows:

(1) Material lost by blasting.
(2) Material required to fill stump craters.
(3) Insufficient allowance on prelinimary estimate for shrinkage.
(4) Waste in boulder formations where material could not be bedded in low fills.
(5) Material required to back fill in cuts where boulders were necessarily excavated below grade.
(6) Material used in filling interstices in embankments made of boulders.

The excess of cut excavation over the preliminary is 7,600 Cu. Yd. With the exception of two short revisions, no

COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

changes of moment were made in grade or alignment. Widening on the sharper curves and flatter cut slopes in boulder formation accounts for some of the excavation overrun but most of it is due to underestimating of preliminary quantities. Preliminary plats are in Salem Office and may be compared with final construction plats.

The preliminary estimates were compiled by Ex-Division Engineer Hodgman and the final classification made by Mr. Scott.

The above comparison does not include the work at Spencer Bridge approaches.

Respectfully,

C. C. Kelley,
Division Engineer.

CCK:RW
Encl.
Final Est. #604

January 18, 1924.

Mr. C. C. Kelley,
Division Engineer,
Court House,
Klamath Falls, Oregon.

PR #84

Dear Sir:

Reference is made to yours of January 5, relative to contract No. 680, surfacing Hayden Creek-Keno Section. In view of the circumstances and conditions and the favorable progress made by the contractor, your recommendation relieving the contractor of the maintenance of the unsurfaced Spencer Hill Section is approved.

Very truly yours,

State Highway Engineer.

RAK:HI

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.,
Jan. 3, 1924.

JAN 3 1924

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Please refer to Contract #680, Surfacing, Hayden Creek-Keno. Special Provisions provide work to start Sept. 1, 1923 and that 12,700 Cu. Yds. of base be placed by Nov. 15, 1923. It is further provided that unsurfaced portions be maintained during the winter by the contractor.

Contractor placed first stone on the road Sept. 8, and was forced to close operations on Dec. 13, on account of weather conditions, having placed 8,843 Cu. Yds. crushed gravel base; 1,148 Cu. Yds. pit run base and 2,167 Cu. Yds. of top, a total of 12,158 Cu. Yds. of material.

Considering time of commencement and quantity placed, it is a practical compliance with the specifications altho there remains approximately 3.7 miles of uncompleted base. This is over the section from the foot to the top of Spencer Hill, thru the timber at the west end of the project. This section was never in condition for the reception of surfacing materials and we forced contractor against his wish to keep his plant going by changing screens and laying top course in the hope that we would be able to get on to this section later.

Before the grade got in condition for surfacing, the pit froze to a depth of 14" making it impossible to get the material thru the crusher.

FORM 2A 62064 10M-10-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. STAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

Keno, Oregon.
December 27, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

(Attention S. H. Probert, Office Engineer)

Dear Sir:

Complying with your instructions in the attached letter, I am sending the revised November estimate for Contract #604, to Mr. Kelley for his approval. As instructed this includes the grading of the approaches to the Spencer Bridge.

On account of the difference in grading prices I am carrying the quantities on the extension to Contract #604in different columns on the estimate. As no change has been made in my regular estimate on Contract #604, it will be found that the estimate for the extension to Contract #604 conforms with the November estimate I sent in covering this section.

Yours very truly,

R. L. Kuney

R. L. Kuney
Resident Engineer.

cc-C.C. Kelley

Salem, Oregon

December 20, 1923

COPY

Mr. C. C. Kelley,
Division Engineer,
Klamath Falls, Ore.

Dear Sir:-

We are returning herewith the monthly estimate submitted for the grading of the approaches to the Spencer Bridge.

As this work is being handled as an extension of Contract #604, we would prefer not to carry a separate series of estimates for same. Please, therefore, instruct your Resident Engineer to add these quantities to his regular estimate for contract # 604.

Anticipating that the estimate for Contract #604 may now be in transit, we are holding one copy of the estimate for the approaches so that the quantities involved may be added to the estimate when received.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By (S. W. Probert)
Office Engineer

COPY

SHP:TW
Enclosure.

PR #84

December 20, 1928.

Mr. G. G. Kelley,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

We are returning herewith the monthly estimate submitted for the grading of the approaches to the Spencer Bridge.

As this work is being handled as an extension of Contract #604, we would prefer not to carry a separate series of estimates for same. Please, therefore, instruct your Resident Engineer to add these quantities to his regular estimate for Contract #604.

Anticipating that the estimate for Contract #604 may now be in transit, we are holding one copy of theestimate for the approaches so that the quantities involved may be added to the estimate when received.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:TW
Enclosure.

PR*84

December 4, 1923.

Mr. John Hampshire,
Grants Pass, Oregon.

Dear Sir:

We are submitting to you herewith voucher drawn on Klamath County for $12,857.57, covering Klamath County's share of the November estimate for work performed on the Hayden Creek-Kene Section.

We are advised that Klamath County will have funds with which to meet this payment on December 10th.

Very truly yours,

ROY A. KLEIN
State Highway Engineer.

By

Office Engineer.

SHP:TW
Enclosure.

November 7th, 1923.

Mr. C. C. Kelley,
Division Engineer,
Klamath Falls, Oregon.

FR 84

Dear Sir:

To complete the record in connection with the construction of the approach embankments for the Klamath River Bridge near McCullum's Mill on the Ashland-Klamath Falls Highway, we should have a letter from John Hampshire, agreeing to construct these approach fills as a part of the work under his contract for the grading of the Hayden Creek-Keno Section.

This letter-agreement should set out the prices at which the work is to be performed as bid by Mr. Hampshire in his letter of November 3rd, and it should be accompanied by the written consent of the surety under the above mentioned contract. The letter-agreement should also specify the time of completion and should make mention of any conditions in accordance with which the work is proposed to be handled which may not be in accord with the specifications applying to the other work under that contract.

Very truly yours.

ROY A. KLEIN
State Highway Engineer.

By

Office Engineer.

BNP:TW

Agreement attached to Contract
Hms 12/4/23

...PORTLAND
...ALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.,
Oct. 31, 1923.

RECEIVED
NOV 1 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Please refer to exchange of telegrams about approach fills to Klamath River Bridge near Spencer Station on the Ashland-Klamath Falls Highway.

The approach fills were not included in Contracts #604 or #680 and up to this time construction could not have started. The bridge is nearing completion and if approaches are finished this fall we can surface them and avoid expense of placing surface over a long detour as provided under Special Provisions of Contract #680, at page 12 and 13.

We would also get benifit of settlement and unevenness before top course was placed. If done this fall, it would of necessity be a hurry up job as frost, snow and other unfavorable conditions preclude the possiblity of doing work of this class after November 30th.

One of Hampshire's subs, who has a well organized team outfit, will finish today and is in a position to cover the work at once. W. D. Miller, surfacing contractor, contemplates using this force. I do not believe outfit could be assembled and brought in from a distance in time to do the work this fall.

Have asked for tenders from all contractors in this vicinity in accordance with your telegraphic request. Unless, however, we can cover work by the first of next week, we had best defer the work until next spring at which time it could be advertized thru routine channels.

Will advise you by wire results of bids to be received on November 3rd.

Respectfully,

C. C. Kelley

C. C. Kelley
Division Engineer

CCK:RW

OFFICE OF DIVISION ENGINEER
Klamath Falls, Ore.
Oct. 31, 1923

WESTERN UNION TELEGRAM
NOV 2 1923

Notice To Contractors:

The State Highway Commission would be pleased to have you submit written tender for grading approach fills to Klamath River Bridge near McCullon's Mill on the Ashland - Klamath Falls Highway.

Work to be done in accordance with Standard State Highway Department Specifications for grading.

Clearing cost to be included in ppice bid for grading.

The approximate quantities involved and upon which comparison of bids will be made are as follows:

4,000 Cu. Yds Common Excavation
2,000 " " Intermediate Excavation
8,000 Sta. Yds. Overhaul

Work is to be completed not later than November 20, 1923.

Plans may be inspected in the office of Resident Engineer at Spencer Station or in Division Engineer's office

Tenders addressed to the Oregon State Highway Commission should reach this office not later than 5 P. M. November 3, 1923.

Respectfully,

C. C. Kelley.
C. C. Kelley,
Division Engineer.

cc to Roy A. Klein,
Copy to:
Shell & Mackey, Ashland, Ore.
John Hamshire & Co., Klamath Falls
Dunn & Baker " "
Harness & Colby, c/o R.L.Kuney
County of Klamath Klamath Falls,
Louis K. Porter, " "

W. D. Miller, " "

Stl P
Please write
return
RAK

DWP

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

Form 1206

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT

A135PR DC 60 NL

KLAMATHFALLS ORG NOV 3 1923

ROY A KLEIN

STATE HIGHWAY SALEM ORG

RESULT BID BRIDGE APPROACHES FOLLOWS JOHN HAMSHIRE LOW FIVE THOUSAND THREE HUNDRED TWENTY DOLLARS DUNN AND BAKER FIVE THOUSAND FOUR HUNDRED FORTY MILLER FIVE THOUSAND NINE HUNDRED A W BRADSHAW SIX THOUSAND SIXM HUNDRED STOP LOW BID SEVENTY FIVE CENTS COMMON ONE DOLLAR INTERMEDIATE FOUR CENTS OVERHAUL STOP RECOMMEND AWARD TO HAMSHIRE AS EXTENSION OF CONTRACT NUMBER SIX HUNDRED FOUR

C C KELLEY

1112PM

13325

Mr Klein

910 H

605 To Old

our usual custom please have Mr. Miller submit a written proposal to furnish the pit run material.

Very truly yours,

State Highway Engineer.

RAK:LH

cc. H. L. Prehort, Office.

Form 1217

Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

OCTOBER 31, 1923

G. G. KELLEY
C U T H O U S E,
KLAMATH FALLS, O R E G O N.

HOTEL BRIDGE APPROACHES GIVE HAMPSHIRE DUNN AND OTHER LOCAL CONTRACTORS WRITTEN INVITATIONS TO BID ON THIS WORK AND GET WRITTEN BIDS FROM THEM STOP MUST HAVE OTHER BIDS TO CHECK AND JUSTIFY MILLETTS BID STOP WANTING SEND WRITTEN REPORT COVERING SITUATION MORE COMPLETELY.

ROY A. KLEIN

our usual custom please have Mr. Miller submit a written proposal to furnish the pit run material.

Very truly yours,

State Highway Engineer.

RAK:LM

cc. S. M. Probert, Office.

THE FOLLOWING TELEGRAM AND FAIR PR...

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1206

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 437 STATE ST., SALEM, ORE.

36PR ED 46

KLAMATHFALLS ORG 959A OCT 31 1923

ROY A KLEIN

55 STATE HOUSE SALEM ORG

ANTICIPATE NO SAVING BY ADVETISING AS CONTRACTOR WOULD BUCK FROST LATER STOP OBJECT TO GRADE NOW AND SURFACE THUS AVOIDING EXPENSE OF SURFACING DETOUR STOP MILLERHAS OUTFIT READY TO COVER AND WOULD AVOID POSSIBLE CONFLICT BETWEEN GRADING AND SURFACING CONTRACTORS BY INCLUDING IN GOING CONTRACT

C C KELLEY

1035A

our usual custom please have Mr. Miller submit a written proposal to furnish the pit run material.

Very truly yours,

State Highway Engineer.

RAK:LH

cc. D. H. Prahert, Office.

Form 1317A

Day Letter	X
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

OCTOBER 30, 1925.

C. C. KELLEY,
DIVISION ENGINEER, COURT HOUSE,
KLAMATH FALLS, OREGON.

METZEL SPENCER BRIDGE APPROACHES ACCIDENT AMOUNT INVOLVED IT APPEARS NOT WORTH TO ADVERTISE THIS WORK UNLESS THERE IS AN EXCITED ENTHUSIASM STOP BEST LETTING NOVEMBER TWENTYSIXTH STOP PLEASE ADVISE FULLY ANY UNUSUAL CONDITIONS WHICH MAKE PRIVATE CONTRACT DESIRABLE

ROY A. KLEIN.

our usual custom please have Mr. Miller submit a written proposal to furnish the pit run material.

Very truly yours,

State Highway Engineer.

RAK:LM

cc. S. H. Probert, Office.

SYMBOL	
Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1204

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 437 STATE ST., SALEM, ORE.

19PR ED 32

KLAMATHFALLS ORG 920A OCT 30 1923

ROY A KLEIN 27

STATE HIGHWAY ENGINEER SALEM ORG

REQUEST PERMISSION TO LET APPROACHES FILLS SPENCER BRIDGE TO W D MILLER FOUR THOUSAND CUBIC YARDS COMMON AT EIGHTY .95 CENTS TWO THOUSAND INTERMEDIATE AT ONE 1.20 DOLLAR OVERHAUL FIVE CENTS STOP ADVISE PROMPTLY

C C KELLEY

936A

unless there is a favorable chance of finishing this winter. Following our usual custom please have Mr. Miller submit a written proposal to furnish the pit run material.

Very truly yours,

State Highway Engineer.

RAK:LH

cc. E. H. Prebert, Office.

Sub

November 5, 1925

Mr. C. G. Kelley,
Division Engineer,
Klamath Falls, Oregon.

P R 84, Contract No. 600,
Hayden Creek-Keno Section,
surfacing.

Dear Sir:

In reply to your letter of October 31st relative to the matter of placing from 2000 to 3000 cu. yds. of pit run gravel in addition to the base course material on places where the sub-base is soft, would say that this has my approval in view of your statement of conditions. I am very desirous of avoiding overruns on these contracts as far as possible, but if unforeseen conditions arise they should be met by following good engineering practice.

I note that this quantity of additional stone will not be used unless there is a favorable chance of finishing this winter. Following our usual custom please have Mr. Miller submit a written proposal to furnish the pit run material.

Very truly yours,

State Highway Engineer.

RAK:LM

cc. E. M. Probert, Office.

November 3, 1925

Mr. C. C. Kelley,
Division Engineer,
Klamath Falls, Oregon.

P R 84. Contract No. 488,
Hayden Creek-Keno Section,
surfacing.

Dear Sir:

In reply to your letter of October 31st relative to the matter of placing from 2000 to 2500 cu. yds. of pit run gravel in addition to the base course material on places where the sub-base is soft, would say that this has my approval in view of your statement of conditions. I am very desirous of avoiding overruns on these contracts as far as possible, but if unforeseen conditions arise they should be met by following good engineering practice.

I note that this quantity of additional stone will not be used unless there is a favorable chance of finishing this winter. Following our usual custom please have Mr. Miller submit a written proposal to furnish the pit run material.

Very truly yours,

State Highway Engineer.

PAK:LH

cc. E. H. Probert, Office.

COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.,
Oct. 31, 1923.

RECEIVED
NOV 2 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We have had considerable moisture on the Ashland-Klamath Falls Highway this fall and the line being in heavy timber drys out very slowly. Several places have been so wet that the 4" base course would not support traffic and hauling trucks.

I recently authorized additional base stone as follows:

Contract #602, Prefix 15PB, 600 Cu. Yds.
Contract #627, " 18PF, 400 " "

On the Hayden Creek-Keno Section there is approximately 5 miles that we have thusfar been unable to get onto with trucks on account of wet subbase.

It is my plan, if there is a chance to finish the base course this fall, to cover the worst places with a subbase course of pit run material in addition to the standard 8" surface. Materials would cost 50¢ per Cu. Yd. at the pit plus 25¢ per yard mile haul. We would require between 2000 and 2500 Cu. Yds at an approximate cost of $1.37 per Cu. Yd.

It is my opinion that we will not be able to complete base course without the use of this additional stone but will have a reasonable chance to finsih by using it. In any event, we would not use this quantity of additional stone

...BAKER, CHAIRMAN
...UZER, PORTLAND
MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

unless there was a favorable chance of finsihing.

The Keno-Klamath Falls Section as well as all other sections of the Ashland-Klamath Falls Highway will support winter traffic so the additional stone would seem to be justified under the conditions.

Please advise your wishes in the matter.

Respectfully,

C. C. Kelley,
Division Engineer

CCK:RW
cc to R.L.Kuney.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

October 11, 1923.

OCT 12 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The modified project agreement and certificate to cover Oregon project No. 84 have been executed. Enclosed herewith is an original copy of each of the agreement and certificate for your files.

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

Enclosure

Oregon Federal Aid Project No. 84

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 21, 1922, by the State Highway Commission of Oregon, and on December 26, 1922, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on June 9, 1923, by the said State Highway Commission, and on July 9, 1923, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 84; and

WHEREAS, contract for the construction of said project has been awarded and it is found that the cost of construction will be less than the approved estimate of cost, and by reason thereof the said State Highway Commission of Oregon has requested that the total estimate of cost approved for said project be reduced from $238,543.25 to $228,368.25, and that the Federal funds approved and set aside to the credit of said project be reduced from $145,837.54 to $139,616.88:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred thirty-nine thousand, six hundred sixteen and 88/100 dollars ($139,616.88) as the share of the United States payable under said act on account of said project, which does not exceed 61.13673 per cent of the total estimated cost thereof."

Article IV shall read:

"Article IV. The United States prorata share of the cost of said project shall not in any event exceed (a) the said sum of one hundred thirty-nine thousand, six hundred sixteen and 88/100 dollars ($139,616.88), certified to the Secretary of the Treasury as above mentioned, being 61.13673 per cent of two hundred twenty-eight thousand, three hundred sixty-eight and 25/100 dollars ($228,368.25), the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 27th day of August, 1923, and the Secretary of Agriculture on the 13th day of September, 1923.

STATE HIGHWAY COMMISSION OF OREGON

By C W Duby
Chairman, State Highway Commission

By T H B Saunders
Member, State Highway Commission

By W H Lamb
Member, State Highway Commission

C W Marvin
ACTING Secretary of Agriculture.

...oval of Plans, Specifications and Estimates,
...6, 1922 and July 9, 1923, ...ively, to cover
UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the Construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and other purposes," approved November 9, 1921 (42 Stat., 212).)

To—

The Secretary of the Treasury, And

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 1193/45 near Hayden Creek and survey station 1847/10 at Kane, locally known as the Hayden Creek-Kane Section of the Ashland-Klamath Falls Highway, and designated in the records of this Department as Project No. 84, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 139,616.88 as the total estimated cost of said project, and the sum of $ ~~128,548.25~~ in lieu of the $145,837.54 approved by Certificates of Dec. 26, 1922 and July 9, 1923, as the share of the United States, payable under said acts on account of such project, which does not exceed ~~61.1567~~ per cent of said total cost.

Done in the District of Columbia this 13th day of September one thousand nine hundred and Twenty-three, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin

ACTING Secretary of Agriculture.

PORTLAND, OREG.

October 9, 1925.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

BR #84

Dear Sir:

Acknowledging receipt of yours of October 8th relative to Spencer Bridge over the Klamath River in Klamath County, Oregon Federal Aid Project No. 84, your information is correct that the California Oregon Power Company have agreed to pay for the extra expense in raising this structure an additional five feet to conform to their power development plans.

I regret to advise that a copy of the agreement between the Power Company and ourselves is not available inasmuch as the agreement is in the hands of the attorneys and has been the subject of considerable correspondence back and forth, with the result that it has not been executed by either party as yet, but we have the written assurance of the officials of the company that they agree to pay.

As soon as the agreement is executed we will be pleased to furnished you with a copy.

Very truly yours,

State Highway Engineer.

R\K:LM

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

RECEIVED
OCT 1923

October 8, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have received from your office bridge plans for Spencer bridge, Oregon Federal aid project No. 84, in Klamath County, showing the revised grade elevations.

The grade of the bridge has been raised five feet to conform to plans for power development by the California-Oregon Power Company in Klamath River, and our field engineers have been informed that the extra cost of construction of the bridge and its approaches is to be borne by the Power Company, but to date we have not received a copy of the agreement between the State and the Power Company.

Will you kindly send us copies of the agreement for our files?

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

still under discussion
between and them attys
H.S.L.

Form No. 19.

ORIGINAL STATE HIGHWAY DEPARTMENT NOTED
B.A.K.

FIELD ENGINEER'S WEEKLY REPORT

PR 74

Date Sept. 9, 1923, 192

Job Name Hayden Creek-Keno Crushed gravel — Week from Sept 2 to Sept. 9

Highway Ashland-Klamath Falls — Mail Address Keno

County Klamath — Job Prefix 18RG-2 — Telegraph or Telephone Address Hampshire Camp

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

W. D. Miller started graveling on his contract on Sept. 8. Graveling was started at the plant about 1 mile East of the Klamath River crossing. He will gravel from the plant East about 1 mile-where subgrade is in bad shape- and then start at the plant and gravel West tword Hayden Creek.

State roller and sprinkler started up on same date.

Harold Goeden, chainman, was transferred on Sept. 6th. and will act as inspector onthis section.

(See back of this sheet for instructions and detailed information.)

Signed

Title Resident Engineer

August 4, 1923.

PH 64

Mr. W. D. Miller,
224 South Sixth Street,
Klamath Falls, Oregon.

Dear Sir:

We are forwarding to you under separate cover four copies of contract No. 680, which is 12.38 miles of crushed gravel surfacing on the Hayden Creek-Reno Section of the Ashland-Klamath Falls Highway in Klamath County.

Please execute all four copies of the contract and bond and return all the copies to this office for the approval of the members of the Highway Commission, after which we will be pleased to furnish one copy for your files and one copy to the surety on the bond.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

HI

OK pr permission to Reno 8/29

Instrument to Vancouver 9/1/23

OK and mailed out by Vera McFee

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

RECEIVED
SEP 1 - 1923
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

August 31, 1923.

OR-84

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We have received three copies of contract covering the construction of "Spencer" bridge across the Klamath River on Oregon 84, Hayden Creek-Keno section of the Ashland-Klamath Falls Highway. These copies of contract are returned with request that the signatures of the parties to the contract be entered in the usual form.

Pending return of this contract, fully executed, the voucher covering work done during the period July 11, 1923, to August 10, 1923, in the amount of $12,553.86, will be held in this office.

Yours very truly,
C. H. PURCELL, District Engineer,

By T. McDavis
Acting

Signed copy
Rec'd Dept. & Ketch
9-1-23

August 11, 1928

MEMORANDUM.

Mr. J. M. Devers,
Office.

PRH 8-11-28

Mr. Kelley is extremely anxious that the necessary condemnation papers be filed at the earliest possible date, on the gravel pit near the Klamath River which is necessary for the prosecution of the surfacing contract between Keno and Hayden Creek on the Ashland-Klamath Falls Highway.

This contract was awarded on July 31st and the contractor is ready to enter upon the premises and set up his plant; in fact, he has gone so far as to haul part of the crusher equipment out to the site and has it piled up along the fence line of the property, so you will appreciate the necessity for early action.

R. A. K.

RAK:LM

Aug. 8, 1923.

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR - 84

Gentlemen:

Herewith we are enclosing four copies of estimate as basis for modified agreement on the Hayden Creek-Kerns Section, Oregon Project No. 84.

As we probably will need the extra funds to apply to other projects, it would appear advisable to execute a second modification of the project agreement instead of substituting the present estimate for the one now in force.

You will note that in preparing this estimate, we have increased the quantity of filler from 2,500 to 4,000 cubic yards. The contract is based upon the latter quantity, and it appears that this amount will be necessary in the construction of the surfacing.

Yours very truly,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Dict. by Mr. J. W. De Sousa
ER

Enclosures

OREGON STATE HIGHWAY DEPARTMENT

PROJECT NO. 84

Marion Creek-Keno Section of The Ashland-Klamath Falls Highway

in Klamath County

(Estimate as basis for modified agreement. Revised to include contract prices for surfacing)

Salem, Oregon, August 2, 1923.

Grading				
All Required	Clearing and Grubbing			$ 16,500.00
17,000 Cu. Yds.	Common Excavation		.95	16,150.00
19,000 "	Intermediate Excavation		1.20	22,800.00
26,500 "	Solid Rock Excavation		1.75	46,375.00
29,000 Sta. Yds.	Overhaul		.05	1,450.00
1,400 Lin. Ft.	12" Plain Concrete Pipe		1.75	2,450.00
350 "	18" Reinf. " "		3.75	1,312.50
100 "	24" " " "		5.00	500.00
120 "	30" " " "		7.00	840.00
140 Cu. Yds.	Rubble Masonry		13.00	1,820.00
3,500 Lin. Ft.	Wood Guard Fence		1.00	3,500.00
Surfacing				
24,000 Cu. Yds.	Crushed Gravel Surfacing		2.10	50,400.00
4,000 " "	Filler		.40	1,600.00
Klamath River Bridge				
850 Cu. Yds.	Class "A" Concrete		27.00	22,950.00
155,000 Lbs.	Metal Reinforcement		.08	12,400.00
810 Lin. Ft.	Concrete Handrail		6.00	4,860.00
200 Cu. Yds.	Excavation		6.00	1,200.00
20 " "	Excavation below plans		5.00	100.00
		Sub-total----------		$207,607.50
		10% Engr. & Cont.----------		20,760.75
		Total---------		$228,368.25

208,107.50
20,810.75
229,918.25

Length of Project 12.37 Miles
Cost per Mile $18,461.45

State funds available------ $93,751.57

Federal Aid Requested------ 132,616.68 (1924 Funds)
$228,368.25

Federal Aid Recommended----------(61.~~28070~~%)

P.R. 84

Oregon Federal Aid Project No. 84.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 21, 1922, by the State Highway Commission of Oregon, and on December 26, 1922, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 84; and

WHEREAS, the said State Highway Commission has requested approval for a revision of the plans and specifications approved for said project to provide for the construction of the section of road between survey stations 1511+64.2 and 1525+60.9, which includes a bridge over the Klamath River, thereby increasing the length from 12.11 miles to 12.37 miles, and by reason thereof the said State Highway Commission has requested that the estimate of cost approved for said project be increased from $192,882.25 to $238,543.25, and that the Federal funds approved and set aside to the credit of said project be increased from $25,000.00 to $145,837.54; and

WHEREAS paragraph (d) of Article III provides that the United States prorata share of the cost of this project shall be payable from the appropriation authorized to be made for the fiscal year 1923 and due to the increase in Federal Aid it is necessary that a portion thereof shall be payable from the appropriation authorized to be made for the fiscal year 1924;

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans and specifications approved for said project be revised in the manner above recited and that the said project agreement be amended as follows;

The third "Whereas" paragraph shall read:

"Whereas, the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred forty-five thousand, eight hundred thirty-seven and 54/100 dollars ($145,837.54) as the share of the United States payable under said Act on account of said project, which does not exceed 61.13673 per cent of the total estimated cost thereof."

Article II shall read:

"Article II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 1193+45 near Hayden Creek and survey station 1847+10 at Keno, terminal points, a distance of 12.37 miles, known locally as the Hayden Creek-Keno Section of the Ashland-Klamath Falls Highway, Klamath County."

Paragraph (c) of Article III shall read:

"(c) It is mutually agreed that the existing bridge over the Klamath River at the east end of the project shall be subject to inspection and approval by the Secretary or his authorized agents, and that if in the judgment of the Secretary or his authorized agents,,such structure requires repairs or reconstruction, it will be repaired or reconstructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal Aid."

Paragraph (d) of Article III is hereby stricken out.

Article IV shall read:

"Article IV. The United States prorata share of the cost of said project shall not in any event exceed (a) the said sum of one hundred forty-five thousand, eight hundred thirty-seven and 54/100 dollars ($145,837.54), certified to the Secretary of the Treasury as above mentioned, being 61.13673 per cent of two hundred thirty-eight thousand, five hundred forty-three and 25/100 dollars ($238,543.25), the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 9th day of June, 1925, and the Secretary of Agriculture on the 9th day of July, 1925.

STATE HIGHWAY COMMISSION OF OREGON

By C W Duby
Chairman, State Highway Commission

By T H Baldwin
Member, State Highway Commission

By Wm Malone
Member, State Highway Commission

C V Marvin
Acting Secretary of Agriculture

...of Approval of Plans, Specifications and Estimates
...ber 2[illegible]3, to cover Oregon Federal [illegible]roject No. 84)

Form No. PR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921 (42 Stat., 212).*)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 1193+45 near Hayden Creek and survey station 1847+10 at Keno

locally known as the Hayden Creek-Keno Section of the Ashland-Klamath Falls Highway, Klamath County, and designated in the records of this Department as Project No. 84, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 238,545.25 in addition to the $25,000.00 approved by Certificate of December 26, 1922 as the total estimated cost of said project, and the sum of $ 120,857.54 as the share of the United States, payable under said acts on account of such project, which does not exceed 51.13573 per cent of said total estimated cost.

Done in the District of Columbia, this 9th day of July one thousand nine hundred and Twenty-three, as witness my hand and the seal of the Department of Agriculture.

E. T. Marvin

ACTING *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4821

NOTED
R.A.K.

July 20, 1923.

Mr. C. C. Kelley,
Division Engineer,
Klamath Falls, Oregon.

PR #84

Dear Sir:

Receipt is acknowledged of your letter of July 17, in regard to the excessive royalty being demanded by Mr. Spencer, owner of the gravel pit at Station 1568 of the Haydon Creek-Keno Section.

You have probably already noted that in the special provisions for this work, we have provided that the State will acquire the right to take gravel from this particular source and that therefore, the contractors are not interested in the royalty which will be charged. This provision was made in accordance with our usual practice to acquire [redacted] sources of material for projects in connection with which the hauling is to be done by state forces and in connection with which only one source of materials can be used.

You have probably also noted that in making up the special bidding sheets for this project, we reversed the quantities of top and base course materials. This was done by mistake, and we are today advising prospective bidders of this error.

A copy of our letter in regard to this matter is enclosed herewith.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SMP:AP

Encl.

OREGON STATE HIGHWAY COMMISSION

_S_A_L_E_M_

July 20th, 1923.

TO PROSPECTIVE BIDDERS -
On The Hayden Creek-Keno Surfacing:-

In the proposal form for the Hayden Creek-Keno Surfacing project in Klamath County, the quantities of top course and base course materials are the reverse of what they should be.

Please, therefore, correct the bidding sheets attached between Pages 12 and 13 of the proposal form which we have sent to you, to read "11,300 cu.yds" opposite top course items, and "12,700 cu.yds" opposite base course items. This applies to quantities for each of the four alternates.

Please do not affect this correction by an interchange of the words "top" and "base" in the bid items. Make the correction in the quantities themselves.

BY ORDER OF

Roy A. Klein

State Highway Engineer .

SHP:AP

WILLIAM DUBY, BAKER, CHAIRMAN
H. BRYAN DUZER, PORTLAND
W. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.,
July 17,1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Mr. Spencer, owner of gravel pit at Sta. 1568 Hayden Creek - Keno Section of the Ashland-Klamath Falls Highway, is asking 30¢ per Cu. Yd. royalty for gravel.

The land is non-productive and of little value. I figured in estimating the work a 3¢ royalty and had Mr. Kuney offer the owner $100 per acre for 5 acres figuring that we would have maintenance stock for the future.

It will therefore be necessary to condemn this pit and it is suggested that all propective bidders be advised that the State will protect them on royalty in excess of 5¢ per Cu. Yd which is considered the maximum that a jury would award. I am so advising all local bidders.

Very respectfully,

C. C. Kelley,
Division Engineer.

cc to Mr. R. L. Kuney
CCK:RW

STP Please condemn the [illegible] and take [illegible] I recommended [illegible] per Cu. Yd. CCK

RECEIVED
JUL 19 1923
STATE OF OREGON

ANSWERED
S. H. Probert

For information of Mr. Roy A. Klein.

Klamath Falls, Ore.,
July 17, 1923.

Mr. R. L. Emmy,
Resident Engineer,
Spencer Station, Ore.

Dear Sir:-

You recently advised that Mr. Spencer, owner of pit at Sta. 1568, is asking prospective bidders 30¢ per Cu. Yd. royalty for gravel.

Please advise all bidders that the State will protect them on royalties in excess of 5¢ per Cu. Yd.

Make survey of the pit and send in legal description of the property, cover sufficient area to provide quantity enough for proposed surfacing operation and to provide approximately 10,000 Cu. Yds. for future maintenance purposes. We will then start proceedings to condemn this property if owner persists in holding out for an exhorbitant figure.

Respectfully,

C. C. Kelley,
Division Engineer.

cc to Mr. ~~Roy A. Klein~~ Emmy
CCK:EJ

RECEIVED
JUL 19 1923

Form No. 19.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
R.A.K.

Date July 1, 1923

Job Name Hayden C. Keno Grading

Week from June 24 to July 1

Mail Address Keno, Oregon

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Klamath Job Prefix 18 PG

Express and Freight Address K-Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractors force on this section for the week consists of 62 men & 40 teams. Clearing completed except for some burning.

Nash Quad & blade grader completed shaping up road & returned to K-Falls Friday, June 29th

Contractor has grader finishing the 3 miles of grading north side of Klamath River Crossing

Party has been & retaining, setting furnishing & macadam stakes, & doing necessary office work

RECEIVED
JUL 12 1923

RECEIVED
JUL 5 1923
OREGON
STATE HIGHWAY COMMISSION

Signed R. L. Kinney

Title Asst. Eng.

(See back of this sheet for instructions and detailed information.)

R. A. BOOTH, EUGENE, CHAIRMAN
C. H. MARX, PORTLAND } COMMISSIONERS

HERBERT NUNN
STATE HIGHWAY ENGINEER

GRADING CONSTRUCTION

Total miles of grading on project 12.12

Miles completed 2.5

Miles completed except finishing 8.0

Miles covered by contractor's forces

Miles cross-sectioned 10.7

Miles cross-sections completed and checked 7.0

Miles to be remeasured

Number men in Engineering Party 7

Contractor's average force for week 62 men,

40 teams, steam shovels

Grading work will be completed about Oct 31

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 18PG Percentage 55.%

Other jobs 18PF Percentage 20

Other jobs 15PB Percentage 20

Other jobs 15GH Percentage 5

FORM 8A 10544-7500-6-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

R. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR# -C

OREGON STATE HIGHWAY COMMISSION

SALEM

Keno, Oregon.
Dec. 18, 1922.

RECEIVED
DEC 20 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention C. C. Kelley
Assistant Engineer.

Dear Sir:

Inclosed you will find estimate on the Hayden Creek - Keno Section of the Ashland - Klamath Falls Highway.

I find that rock can be procured for this Section from the following sources:

200'lt. of sta 1211-Mile 14.6-Near Hayden Mt.
1000'rt. " 1513-Mile 21.0-Rt.Bank Klamath R.
400'rt. " 1597-Mile 22.5

I have figured on hauling this section of 12.12 miles from the set up, and believe the best location for a quarry site would be the one near station 1513. This quarry site is almost exactly in the middle of the section, there is plenty of water at the site, no question about the amount of rock, and believe that it would shoot and break better than at either of the other two sites referred to above.

The inclosed estimate is based on this site.

Very truly yours,

R. L. Kinney

Resident Engineer.

HERBERT NUNN
STATE HIGHWAY ENGINEER

MMISSION

Keno, Oregon.
Dec. 12, 1922.

I am sending the inclosed information you at the request of G. I Stebbins.

Have never received any instructions fro. Salem regarding the matter, but infer from Stebbins that you wish an estimate on the cost of rocking the Hayden Creek - Keno Section.

(R) Russell

Away
On

tractors Bid

----------	0.03	.03
[illegible]	0.05	.05
[illegible]	0.15	.32 4
Quarrying rock(sub prices)----------	0.85	.85
Crusher operation ----------	0.45	.45
Preparation of sub grade----------	0.02	.05
Spreading and dragging ----------	0.08	10

cck

Hauling based on (quarry site 1000' right of station 1513(Mile 21.0-Klamath River.

Mile 15*	1950 cy at	1.20----	2340	(*Hayden Mt.)
16	1950	1.00----	1950	
17	1950	.80----	1560	add 4¢ per yd
18	1950	.60----	1170	mile to 5+6%
19	1950	.40----	780	grade from crusher
20	1950	.20----	390	
21*	1950	.40----	780	(*Quarry site)
22	1950	.60----	1170	
23	1950	.80----	1560	
24	1950	1.00----	1950	
25	1950	1.20----	2340	
26*	1950	1.40----	2730	(*Keno)
	23400		19720	---------- 0.80

84
2694
673

Contractors bond, overhead, interest,	1.43	
depreciation and profit.-25%----------	.61	
Estimated bid price	3.04	

#337

-Note-
Estimated price of maintainance materials the same.

R.S. Kuney
Resident Engineer

RECEIVED
DEC 20 1922

...MISSIONER

...AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Keno, Oregon.
Dec. 12, 1922.

Ashland - Klamath Falls Highway
Hayden Creek - Keno Section

Engineers Estimate of Cost and Contractors Bid

Royalty on rock ----------	0.03	.03
Construction temp. road(plant site to highway,-----	0.05	.05
Plant erection and crushing plant ----------	0.15	.324
Quarrying rock(all prices)----------	0.85	.85
Crusher operation ----------	0.45	.45
Preparation of sub grade----------	0.02	.05
Spreading and dragging ----------	0.08	.10

Hauling based on quarry site 1000' right of station 1513(Mile 21.0-Klamath River.

Mile 15*	1950 cu yd	1.20----	2340	(*Hayden Mt.)
16	1950	1.00----	1950	
17	1950	.80----	1560	
18	1950	.60----	1170	
19	1950	.40----	780	
20	1950	.20----	390	
21*	1950	.40----	780	(*Quarry site)
22	1950	.60----	1170	
23	1950	.80----	1560	
24	1950	1.00----	1950	
25	1950	1.20----	2340	
26*	1950	1.40----	2730	(*Keno)
	23400		18720	---------- 0.80

add 4¢ per yd mile for 5+6% grades for both scoop from crusher

Contractor's bond, overhead, interest,	1.43	
depreciation and profit.-25%----------	.61	
Estimated bid price	3.04	

84
2694
673
$3337

-Note-
Estimated price of maintainance materials the same.

R.P. Kuss
Resident Engineer

RECEIVED
DEC 20 1922

July 19, 1923.

Mr. K. E. Hodgman,
Klamath Falls, Oregon.

PR # 84

Dear Sir:

In accordance with your letter of July 17, we are today mailing to you the plans and specifications for the proposed gravel surfacing of the Keno-Hayden Creek Section of the Ashland-Klamath Falls Highway.

If your proposal is received in our first mail delivery on Monday morning, it will be early enough to be considered by the Commission in Portland on Monday afternoon. I would suggest, however, that in order to be safe, you should mail your proposal early enough to reach us on Saturday.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

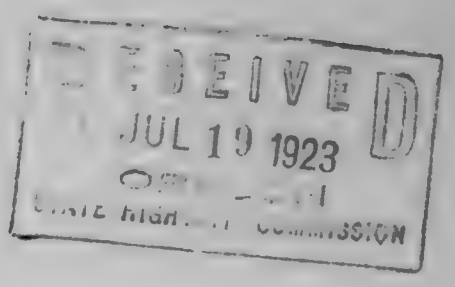
By

Office Engineer.

SHP:AP

Klamath Falls Ore
July 17, 1923

Attention Mr Probert



Ray G Klein
State Highway Engr
Salem Oregon

Dear Sir:-

Please forward plans, specifications and bidding sheets for Keno-Hayden Creek gravelling.

Please advise if bid must reach Salem Saturday or will it be in time if it reaches Salem office ~~Saturday~~ Monday morning.

Very truly yours
Ken Hodgman.

Pro
No check

Form 2017A

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 9, 1925

PR #84

C. C. Kelley
Division Engineer
Klamath Falls, Oregon

WILL CONSIDER ALTERNATE PROPOSITIONS FOR SURFACING KENO TO HAYDEN CREEK STOP FIRST PROPOSITION CONTRACTOR TO DO ALL WORK INCLUDING HAULING STOP SECOND PROPOSITION CONTRACTOR WILL DELIVER CRUSHED MATERIALS IN BUNKERS COMMA STATE WILL DO ALL OTHER WORK INCLUDING PREPARATION SUBGRADE COMMA HAULING COMMA APPLICATION OF FILLER ETCETERA

ROY A KLEIN

DAY LETTER

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer

BHP:AP

July 7, 1923.

Mr. C. C. Kelley,
Division Engineer,
Klamath Falls, Oregon.

PR #84

Dear Sir:

In the preparing of plans and specifications for the surfacing of the Hayden Creek-Keno Section, please have in mind that the hauling may be handled by State trucks. This will call for the definite specifying of the source or sources from which the surfacing materials are to be obtained.

Mr. Campbell is out of the city today and we have not yet had his final decision as to whether or not he will wish to take on this hauling work, but we are quite sure that he will have plenty of equipment available and that he will desire to use it on the Hayden Creek-Keno work.

Your recommendations for the specifications for this work should be in our hands not later than Friday the 13th. We may not therefore be able to give you any more definite information in regard to this hauling proposition, but we will endeavor to do so if Mr. Campbell returns in time.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer

SHP:AP

June 30, 1928

Mr. R. L. Kinsey,
Resident Engineer,
Pinehurst, Oregon.

PR #84

REFERRED TO
S.H.P.
BY R. A. K.

Dear Sir:

Please be advised that at the last meeting of the Commission authority was given for advertising the section between Hayden Creek and Keno for surfacing, the bids to be taken at the next meeting of the Commission which will be July 30th.

Please arrange to prepare this section for advertising, sending your special provisions and sketch maps to me at Klamath Falls.

In the meantime please develop pits fully in order that we may know that there is sufficient quantity of material available at the pits.

Very truly yours,

Division Engineer.

CCK:LM

S.H.P.
* Campbell will table to [illegible] hauling with State trucks.
R.A.K.

S.H.P.

May 12, 1925.

18-4

California Oregon Power Company,
Medford, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of May 5, relating to the Spencer bridge across the Klamath River on the line of the Ashland-Klamath Falls Highway. The matter has been referred to the Commission, and I am instructed to reply as follows:

The Highway Commission desires to complete the present Ashland-Klamath Falls Highway at the earliest possible date and both county and state funds are now available for the complete project. The entire section from Ashland to Klamath Falls is now either completed or under contract excepting the surfacing of the Keno-Hayden Creek Section, which will follow as soon as the grading is completed.

As you may know, proposals for the proposed bridge at Spencer's were received on March 27, 1925. The award of the contract was made to the low bidder who has signed the contract and bond. At your request for further time for investigation, we asked the contractor to defer beginning construction for a short time, to which he rather unwillingly consented. You will appreciate the fact that with a rising labor and material market, we can not expect to hold a bidder in the event he desires to withdraw his bid and readvertisement is almost certain to mean higher prices.

The Commission, however, do not wish to stand in the way of legitimate enterprises or the development of natural resources, and therefore are willing to defer the construction of the proposed bridge on the present grade for a reasonable period to permit the Company sufficient time for investigation, provided the Company will agree to make good the added cost of the present structure if the Commission are unable to hold the present bidder and it becomes necessary to readvertise the project and let it at a higher figure in the event that after investigation the Company decides to abandon the power project.

On the other hand, if the present bridge construction is deferred and the Company decides to build the dam, requiring a higher grade line for the bridge, then the Commission asks that the Company assure them now that they will meet the additional cost of the higher structure. The

Commission feel also that a definite time limit in which the decision should be made should be given.

Therefore, I am instructed to say that unless the Company will agree to the additional expense of the construction of the present bridge, if it is necessary to readvertise and let the work at a higher figure if the present plans are abandoned, or unless the Company will agree to pay the additional cost of a high level bridge over the present structure, then the Commission will proceed with the present contract so that the work may be completed throughout.

The present bridge structure is very light and in a dangerous condition, therefore, there is considerable responsibility and some cost in maintaining the structure in its present condition on a through highway, and as stated above, the Commission would very much like to complete the job at the present time so that the bridge may be completed when the grading and surfacing is done.

I might add that it is quite probable that in the event a high level bridge is built, it would probably be built on a different location than the proposed structure, and for that reason, we are stopping the grading on each side of the river so that the better location could be used for the high level structure if the power development plans are carried out. To connect the present bridge with the new alignment is somewhat awkward, but could be done at a reasonable expense. Our estimate of the increased cost of the high level structure is approximately $23,000.

Would be pleased to have your reply on this subject at your very early convenience.

Very truly yours,

State Highway Engineer.

RAK:HI

cc R. A. Booth ✓

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

January 18, 1923.

RECEIVED
JAN 22 1923
STATE

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon project 84, (Hayden Creek-Keno section of Ashland-Klamath Falls Highway), have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,

C. H. Purcell,
District Engineer.

Form P. R. 2

State ---- Oregon ----

Project No. --- 84 ----

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

RECEIVED
JAN 18 1923
U. S. DEPARTMENT OF AGRICULTURE
BUREAU ... ROADS

DEC 5 1922

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21 day of November, 1922

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," and by Act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes":

Whereas the Highway Department of said State submitted on the 25th day of July, 1922, a project statement, which was approved by the Secretary on the 10th day of October, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 10th day of October, 1922, and approved by the Secretary on the 21 day of Dec, 1922; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of twenty-five thousand and no/100

dollars ($25,000.00) as the share of the United States payable under said act on account of said project, which does not exceed 61 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State from sale of bonds authorized by Legislature under Chapter 175, Laws of 1917, and Chapter 51, Laws of 1920
(Include amount, date, and citation of act of legislature by which authorized.)

*(b) By the count..... of .....
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue.)

such funds having been placed under the direct control of the Highway Department by .....
(State how placed under direct control of Highway Department.)

*(c) By the count..... of .....
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue.)

*(d) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. This agreement covers the following road as described in detail in said surveys, plans, and specifications:

Between survey station 1193+45 near Hayden Creek and survey station 1847+10 at Keno, excepting therefrom that portion of the road between survey stations 1511+64.2 and 1525+60.9 terminal points, a distance of 12.11 miles, known locally as the Hayden Creek-Keno Section of the Ashland-Klamath Falls Highway, Klamath County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that the existing bridge over the Klamath River at the east end of the project shall be subject to inspection and approval by the Secretary or his authorized agents, and that if in the judgment of the Secretary or his authorized agents, such structure requires repairs or reconstruction, it will be repaired or reconstructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal Aid. It is further agreed that the section of this project between stations 1511+84.2 and 1525+60.9 which includes a bridge over the Klamath River will be constructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and with or without Federal Aid. Final payment of Federal Aid will not be made until the above section including the bridge over the Klamath River has been completed to the satisfaction of the Secretary or said agents.

(d) The United States' pro rata share of the cost of this project shall be payable from the appropriation of $50,000,000 authorized to be made for the fiscal year 1925 by the Postoffice Appropriation Act of June 19, 1922 (Pub. No. 264, 67th Congress), but such payment shall not be made until the appropriation so authorized to be made shall actually have been made by Congress.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed

(*a*) the said sum of **twenty-five thousand and no/100** .....

.....

dollars, certified to the Secretary of the Treasury as above mentioned, being **less than 61** .....

per cent of **one hundred ninety-two thousand, eight hundred eighty-two and 25/100** .....

.....

dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ..... STRICKEN OUT

..... (Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of Oregon (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.) $24,454.69

In no event shall payment or payments made by the United States be in excess of [illegible] per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ..... and of July 9, 1921

.....

.....

RESOLUTION

.....

.....

.....

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nece
legi
to ti

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting, held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

...has been constructed
...retary of the Treas...
...due under

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the ..... upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: ..... (Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department.)

*(*b*) By the ..... upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ..... (Include reference to statute authorizing funds and probable amount annually available.)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

*(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 16th day of December, 1924.

STATE HIGHWAY COMMISSION OF OREGON
(Official designation of Highway Department.)

By Chas. H. Stone
Chairman, State Highway Commission
(Title of officer.)

By J. K. Weon
Member, State Highway Commission
(Title of officer.)

By [illegible]
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

C. W. Pugsley
Acting Secretary of Agriculture.

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, as amended and supplemented, and for other purposes," approved Nov.9,1921 (42 Stat. 212).)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

~~Pursuant to the Act approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,"~~ Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with ~~section 6 of said act,~~ the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 1193+45 near Hayden Creek and survey station 1847+10 at Keno, excepting therefrom that portion of the road between survey stations 1511+64.2 and 1525+60.9 locally known as the Hayden Creek-Keno Section of the Ashland-Klamath Falls Highway, Klamath County, and designated in the records of this Department as Project No. 84, State of Oregon

SECOND. That in accordance with said ~~section~~ provisions I have approved the sum of $ 192,882.25 as the total estimated cost of said project, and the sum of $25,000.00 as the share of the United States, payable under said ~~Act~~ acts on account of such project, which does not exceed ~~50~~ 61 per cent of said total estimated cost.

Done in the District of Columbia, this 16th day of December one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley
Acting *Secretary of Agriculture.*

84

January 12, 1923.

Mrs. John Hampshire,

Grants Pass, Oregon.

Dear Sir:

Please attach the enclosed copy of resolution signed by Klamath County Court to your copy of contract No. 604, covering 12.12 miles of grading on the Keno-Hayden Creek Section of the Ashland-Klamath Falls Highway.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

MI

PR 84 /

December 7, 1928

Mr. John Hampshire,
Grants, Pass, Oregon.

Dear Sir:

I am handing you herewith copy of executed contract No. 604 for the construction of 12.12 miles of grading on the Haydan Creek-Keno Section of the Ashland-Klamath Falls Highway in Klamath County, for your files.

Very truly yours,

Secretary.

LM

December 2, 1922.

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR - 84

Gentlemen:

Herewith we are returning to you three (3) copies of the proposed project agreement on the Hayden Creek - Kane section, Oregon Project #84.

These copies have been executed by the Highway Commission.

Yours very truly,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

Dict. by J. W. De Souza
EH

enc

PR
8-4
1

November 27, 1922

Aetna Casualty & Surety Company,
c/o McCargar, Bates & Lively, Agents,
Portland, Oregon.

Gentlemen:

Our attorney has called to our attention the fact that on contract No. 604, Hayden Creek-Keno Creek Section of the Ashland-Klamath Falls Highway in Klamath County, that you have neglected to impress the seal of your company on the bond, and for that purpose we are returning the four copies above mentioned and would thank you to return all four contracts to this office.

Inasmuch as this is a county cooperative contract we will require all four copies but are including a blank copy for your files, which I presume will be satisfactory for your purpose, and which you may retain.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION,
By
Secretary.

RAK:LM
Encls.

PR&L

November 9, 1922

Mr. Ralph Kinney,
Pinehurst, Oregon.

Dear Sir:

I have your letter of October 21st regarding cost of clearing on the Hayden Creek-Kano Creek Section.

Please be advised that the contract was awarded to John Hampshire on 60 foot width of clearing.

It will, however, be desirable to save such trees on the margin of the right of way as will add to the scenic features of the line. This as suggested in the fourth paragraph of your letter.

Yours truly,

Assistant Engineer.

CCK:LM

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

REFERRED TO
BY H. N.

POST OFFICE BUILDING,
PORTLAND, OREG.

November 7, 1922.

RECEIVED
NOV 7 1922

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

You are hereby advised that plans, specifications and estimate covering Oregon Federal aid project No. 84, were forwarded with our recommendation for approval as of October 10, 1922.

You are hereby authorized to claim payment for all work done on this project subsequent to the date of recommendation; Provided, however, that such authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer, and also that no payment on such work done prior to the execution of the Project Agreement will be made until, and unless, the agreement is finally executed.

Very truly yours,

[illegible]

District Engineer.

Form No. 89.

PR&4

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date October 29, 1922

Job Name Hayden Cr.- Keno Section.

Week from Oct. 22 to Oct. 29

Mail Address Pinehurst

Highway Ashland-Klamath Falls

Telegraph or Telephone Address Pinehurst

County Klamath Job Prefix 18 PG.

Express and Freight Address Ashland.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

(Hayden Cr.- Keno Section)

Contractor is building camp at the old Spencer place.
about 4 miles fro. the beginning of the Section.
A clearing gang of 4 men started clearing October 26.

RECEIVED
NOV 1 1922
DIVISION

Signed

Title

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 12.12

Miles completed —

Miles completed except finishing —

Miles covered by contractor's forces —

Miles cross-sectioned —

Miles cross-sections completed and checked —

Miles to be remeasured —

Number men in Engineering Party 4

Contractor's average force for week 6 men,

— teams, ... steam shovels

Grading work will be completed about Oct 31, 1923

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 13 PG *Percentage* 30

Other jobs 18 GB *Percentage* 70

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

October 24th, 1922.

Bureau of Public Roads,
Portland, Oregon.

PR 84

Gentlemen:

Herewith we are enclosing six copies of estimate as basis for project agreement on the Hayden Creek Reno Section, Oregon Project No. 84.

We propose to request further Federal co-operation on this project when the funds become available.

Very truly yours.

HERBERT MUNN
State Highway Engineer

By Office Engineer.

Dic b: J. W. DeSouza.

JP
Encl.

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 84

HAYDEN CREEK-KENO SECTION OF THE ASHLAND-KLAMATH FALLS HIGHWAY

IN KLAMATH COUNTY

(Estimate as Basis for Project Agreement. Grading based on Contract Prices)

12.38 Miles of Grading and Surfacing — Salem, Oregon

All Required		Clearing and Grubbing			$ 16,500.00
17,000	cu.yds	Common Excavation	.95		16,150.00
19,000	cu.yds	Intermediate Excavation	1.20		22,800.00
25,500	cu.yds	Solid Rock Excavation	1.75		46,375.00
29,000	Sta.yds	Overhaul	.05		1,450.00
1,400	lin.ft.	12" Plain Concrete Pipe	1.75		2,450.00
350	lin.ft.	18" Reinf. Concrete Pipe	3.75		1,312.50
180	lin.ft.	24" Reinf. Concrete Pipe	5.00		900.00
120	lin.ft.	30" Reinf. Concrete Pipe	7.00		840.00
140	cu.yds	Rubble Masonry	13.00		1,820.00
3,500	lin.ft.	Wood Guard Fence	1.00		3,500.00
24,000	cu.yds	Surfacing	2.50		60,000.00
2,500	cu.yds	Filler	.50		1,250.00
		Klamath River Bridge			37,000.00
		Sub-total			$ 212,347.50
		10% Engr. & Cont.			21,234.75
Cost per mile $ 18,867.71					$ 233,582.25

State Funds Available	$ 208,582.25
Federal Aid Requested	25,000.00
	$ 233,582.25

FORM 2A 10944-7500-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Pinehurst, Oregon.
October 21, 1922.

RECEIVED
OCT 23 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer.
Salem, Oregon.

REFERRED TO
(Attention of C. C. Kelley, Asst. Engr.)
By H. N.

Dear Sir:-

Complying with your letter of Oct. 11, I attach an estimate of the cost of clearing and grubbing 40 and 60 foot strips of Right of Way on the Hayden Creek-Keno Section of the Ashland-Klamath Falls Highway.

It will be noted that I have estimated the cost of clearing and grubbing a 40 foot strip at $ 14,100. Due to the steep slopes and sharp curvature, I find it will be necessary to clear the Right of Way 60 feet wide for at least two miles in the aggregate which will increase the cost about $ 1200, making a total of $ 15,300.

In figuring the cost of clearing and grubbing a 60 foot Right of Way, it will be noted that I have increased the estimated cost of the clearing on the 40 foot strip 30%. While theoretically the cost of clearing a 60 foot strip would be 50% in excess of a 40 foot strip, I believe it is obvious to you that the extra clearing could be done for less. Figuring on this basis, the estimated cost of clearing and grubbing a 60 foot strip of Right of Way would be $16965.

I would recommend that the clearing on this section be performed in the same manner as on the Jenny Cr-Hayden Cr. Section. That is, the Right of Way be cleared 60 feet wide, saving as far as possible all the large trees outside of a 40 foot strip. This would apply particularly to the first seven miles on the Hayden Cr-Keno Section where the trees are large, and the clearing is heavy. Inasmuch as the clearing on the remaining five miles of this section consists principally of brush and small trees ranging from 2" to 1' in diameter, I believe it would be a much better looking and satisfactory job if this portion of the line was cleared sixty feet thruout.

Several reasons might be given for performing this clearing as suggested above, among them the following: It will provide more room for piling logs, burning rubbish, and securing borrow; gives a better view on sharp curves, and presents a better appearance thruout; will be necessary anyway on sharp curves, steep slopes, and where fairly large cuts and fills exist.

However, I am in receipt of your telegram of Oct. 10 instructing me to stake the Right of Way on this section 40 feet wide, and will continue to do so unless I receive orders to the contrary. It might be well to advise that clearing has not yet been started on this section.

Very truly yours,

R. L. Kelley.

...SISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

COMPARATIVE ESTIMATED COSTS OF CLEARING &
GRUBBING 40 AND 60 FOOT STRIPS OF RIGHT OF WAY
ON THE HAYDEN CREEK-KENO SECTION OF THE ASHLAND-
KLAMATH FALLS HIGHWAY.

Mile	Lin. Ft. Clearing.	Clearing Per Acre. (40' R of W)	Clearing Per Mile. (40' R of W)	Grubbing Per Mile. (40' R of W)	Add 30% for Clearing 60' R of W
14	800	$ 240	$ 200	$ 100	$ 260
15	5280	240	1200	500	1560
16	5280	240	1200	500	1560
17	5280	240	1200	500	1560
18	4100	220	800	500	1040
19	5280	200	1000	400	1300
20	5000	200	1000	400	1300
21	2600	120	300	150	390
22	4400	150	630	350	819
23	5280	150	750	400	975
24	5280	120	600	300	780
25	5280	60	300	200	390
26	5280	60	300	200	390
27	1200	60	70	50	91
	Totals------		$ 9550	$ 4550	$ 12415
	Two Miles Additional Clearing Extra Width of 20'----------		1200		
	Grubbing ----------		4550		4550
	Comparative Totals ---		$ 15300.		$ 16965.

REMARKS

Miles 14-17 (inc)-- Heavy Clearing - Large Trees
Miles 18-20 " -- Medium Heavy Clearing - Large Trees
Miles 21-24 " -- Medium Clearing - A few large trees
Miles 25-27 " -- Light Clearing - Thick brush and small trees.

RECEIVED
OCT 23 1922
OREGON
STATE HIGHWAY COMMISSION

October 18, 1922

Mr. H. M. Wilson,
Office Engineer, Hwy. Dept.,
Medford, Oregon.

Dear Sir:-

We wish to prepare immediately, Federal Aid Plans for the surfacing of the Keene Creek-Klamath County Line Section of the Ashland-Klamath Falls Highway and can find no record in this office of the final alignment from Keene Creek to Jenny Creek.

It is necessary that we have the construction profile, and either a construction or location map that will show the section lines.

If any of these plans are in your possession, would be pleased to have you forward them to this office.

Very truly yours,

HERBERT BUNN
State Highway Engineer

By
Chief Draftsman

EAS:RET

cc: R. L. Kuney, Pinehurst
Geo. E. MacVicar, Canyonville

October 12th, 1928.

Mr. R. L. Ramey,
Resident Engineer
Pinehurst, Oregon

PR #84

Dear Sir:

In response to your letter of October 9th, we are mailing to you today under separate cover, the following field data in connection with the Grading of the Hayden Creek Kuno Section of the Ashland Klamath Falls Highway.

2 Prints of Location Profile
1 100 foot detail Map
Level notes
Cross Section Notes
Topography Notes
Transit Notes
Detail Sketch Map
Co-ordinate sheets
Quantity Sheets
Mass Diagram Sheets
1 Proposal Form
1 Set of Federal Aid Plans

The specifications and contract covering this job will be mailed to you within the next few days.

Very truly yours,

HERBERT HUNN,
State Highway Engineer

By
Office Engineer.

Dic by L. R. Parsons.

AP

HERBERT NUNN
STATE HIGHWAY ENGINEER

...TANT ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Pinehurst, Oregon.
October 9, 1922.

Mr. Herbert Nunn,
State Highway Engineer.
Salem, Oregon.

(Attention S. H. Probert, Off.Engr.)

Dear Sir:-

Will you please send me at your earliest convenience the following data pertaining to the construction of the Hayden Cr.-Keno Section of the Ashland-Klamath Falls Highway:

- 2 Profiles
- Maps — detail also copy of F. A. Plans ✓
- Level Notes, Cross Section Notes
- Topography Notes
- Transit Notes
- Revision Data
- Specifications & Contract Will send when ready.
- 1 Set Sketch map

Also any other data you have that may be of value in the construction of this section.

- Co. ordinate sheets
- Quantity Sheets
- Mass Diagram Sheets
- 2 prints Sketch Map
- 1 proposal form
- 1 set Fed Aid Plans

Yours very truly,

RESIDENT ENGINEER.

Sent above by mail to Pinehurst 10/10/22 LEP

RECEIVED
OCT 10 1922
OREGON
STATE HIGHWAY COMMISSION

October 12th, 1922.

Mr. [illegible] Mowry,
Resident Engineer,
Pinehurst, Oregon.

Dear Sir:

Replying to your letter of recent date, will say that the prefix assigned for grading the Keene - Hayden Creek Section of the Ashland Klamath Falls Highway is 18 PG.

In this connection wish to advise that prefix Keene Creek originally assigned for surfacing Unit 1 of the Hayden Creek Section has been changed from 15 PB to 15 [illegible] and prefix 15 PB is accordingly cancelled.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By Office Engineer.

Dic by H. B. Glaisyer

AF

cc Mr. R. M. Wilson, Office Engr.,
Medford, Oregon

cc Mr. C. C. Kelley, Office.

October 12th, 1922.

Mr. E[illegible] L. Ramey,
Resident Engineer,
Pinehurst, Oregon.

Dear Sir:

Replying to your letter of recent date, will say that the prefix assigned for grading theKeene - Hayden Creek Section of the Ashland Klamath Falls Highway is 15 PG.

In this connection wish to advise that prefix originally assigned for surfacing Unit 1 of the Hayden Creek Section has been changed from 15 PB to 15 PD and prefix 15 PB is accordingly cancelled. Keene Creek

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by H. B. Glaisyer

AP

cc Mr. R. M. Wilson, Office Engr.,
Medford, Oregon

cc Mr. C. C. Kelley, Office.

Off. Engr.

Oregon.

Will you please send me the Job # on the Hayden Cr.-Keno Section of the Ashland-Klamath Falls Highway at your earliest convenience.

18PG

PR

R. L. Kinney
Roadmaster

price on clearing should be made. It should be taken into consideration that the grubbing, which is included in the clearing bid, is constant.

Please supply this information as soon as possible in order that we may complete arrangements for letting of this work.

Yours truly,

HERBERT KUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LH

October 11, 1922.

Mr. Ralph Kuney,
Resident Engineer,
Pinehurst, Oregon.

Dear Sir:

Please go over the Hayden Creek-Keno Section and estimate the acreage of clearing in both a 60 foot strip and a 40 foot strip, classifying and estimating the cost of clearing according to the density of timber encountered.

John Hampshire and Company have made a bid on this work based on the strip being 60 feet in width. It is now desired to clear only a 40 foot width, and accordingly a reduction in the bid price on clearing should be made. It should be taken into consideration that the grubbing, which is included in the clearing bid, is constant.

Please supply this information as soon as possible in order that we may complete arrangements for letting of this work.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

P-84

October 11, 1922

Mr. Ralph Kuney,
Resident Engineer,
Pinehurst, Oregon.

Dear Sir:

John Hampshire has agreed to do the widening between Haydon Creek and Keene Creek at the unit prices pertaining on his contracts No. 459 and 460, on the condition that where excessive grubbing is encountered that the grubbing shall be paid for on a force account basis.

Please arrange to stake this work in such manner as to give a 22 footwidth on fills, 18 foot width on cuts exclusive of ditches and all curves widened according to our standards.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1201

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 257 STATE SALEM OREGON

63
78
16 1

B100PO KN 89 COLLECT BLUE

KLAMATHFALLS ORG 330P OCT 4 1922

HERBERT NUNN

C 99 STATE HIGHWAY ENGINEER SALEM ORG

HAYDEN CREEK KENO ESTIMATED SIXTY FEET CLEARING EIGHTY NINE ACRES COST TWENTY TWO THOUSAND DOLLARS RECOMMEND TREES BE CLEARED FORTY FEET UNDERBRUSH TO SIXTY FEET WOULD REDUCE BID TO SIXTEEN THOUSAND ADJUST WITH CONTRACTOR AT TIME OF AWARD STOP COMPARISON BIDS COMMON SEVENTY INTERMEDIATE ONE NAUGHT FIVE BOLID TWO TWENTY FIVE STOP SOLID OVERCLASSIFIED SEVEN THOUSAND YARDS SHOULD PLACE IN INTERMEDIATE COLUMN STOP UNIT ONE GREEN SPRINGS SURFACING THREE THIRTY UNIT TWO THREE FIFTY STOP LAMMS MILL TOTAL UNIT ONE SIXTY THREE THOUSAND UNIT TWO NINETY EIGHT THOUSAND C C KELLEY 451P

16 PG - Grading, Hayden Creek to Keno.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by H. B. Glaisyer.

MP

P 86 4

September 27th, 1922.

Mr. C. I. Stebbins,
Resident Engineer
Klamath Falls, Oregon.

Dear Sir:

In reply to your letter of the 23rd inst., will say that the following prefixes have been assigned to new construction work under your supervision.

15 PB - Jackson County, Surfacing Unit No. 1, Keene Creek - Hayden Creek Section.

18 PF - Klamath County, Surfacing Unit No. 2, Keene Creek - Hayden Creek Section.

18 PE - Grading and surfacing Unit No. 1, Lamm Mill to Fort Klamath Section.

18 PE 1 Grading and Surfacing Unit No. 2, Lamm Mill to Fort Klamath Section.

18 PG - Grading, Haydon Creek to Keno.

Very truly yours,

HERBERT KUNN,
State Highway Engineer

By
Office Engineer.

Dic by H. B. Glaisyer.

AP

HERBERT NUNN
STATE HIGHWAY ENGINEER

...HWAY COMMISSION

...EM Klamath Falls, Ore.

Sept. 23, 1922.

Dear Sir:

Please furnish me with construction prfix for the Dalles- California Highway Lemm's Mill to Fort Klamath Section.

Unit #1 - 18PE
Unit #2 - 18PE1

Very respectfully,

R.E.

Unit #1 15PB
Unit #2 - 18PF
Hayden Mt.-Keno - 18PG

RECEIVED
SEP 25 1922
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. R. Q.

...MISSIONERS

...ND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.

Sept. 23, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Of Mr. Probert.

Dear Sir:

Please furnish me with construction prfix for the Dalles- California Highway Lamm's Mill to Fort Klamath Section.

Unit #1 - 18 PE
Unit #2 - 18 PE 1

Very respectfully,

D. D. Stebbins

R.T.

P.S.
Unit #1 15 PB
Unit #2 - 18 PF
Hayden Mt. - Keno - 18 PG

RECEIVED
SEP 25 1922
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. R. G.

PR

September 23d, 1922.

Mr. R. L. Enney,
Resident Engineer,
Pinehurst, Oregon.

Dear Sir:

Will you kindly send us your estimate of cost for the Hayden Creek - Keene Creek and Keno - Hayden Creek Section of the Ashland - Klamath Falls Highway, upon which bids are to be received October 6th?

These estimates are desired for presentation to the Highway Commission for their use in comparing bids and awarding contracts. Copies of proposals have been sent you and your estimates should cover all the alternates shown therein.

Very truly yours,

HERBERT BUSH,
State Highway Engineer.

By
Office Engineer.

Dic by J. W. DeSouza.
AP

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
SEP 20 1922
OREGON
STATE HIGHWAY COMMISSION

September 19, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Confirming our telephone conversation of the 18th with Mr. Klein you are advised that the Project Statement for Oregon Federal aid project No. 8[illegible], Hayden Creek-Keno Section, has been recommended for approval by this office with the condition that a new structure of adequate type be constructed over the Klamath river near the center of the project. The present structure is in unsafe and unsatisfactory condition, and it is believed that it could not be made safe for continued use without an unreasonable expenditure.

The location of the existing structure is off the present located line which crosses the river at a more satisfactory bridge site.

Very truly yours,

District Engineer.

September 12th, 1922.

Bureau of Public Roads.
Post Office Building.
PORTLAND, OREGON.

P. R. 84.

Gentlemen:

Herewith we are enclosing four blue prints of typical grading sections on the Hayden Creek - Kemo Section, Oregon Project No. 84.

These typical sections have been revised to show a width of twenty-two feet on fills.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By
Office Engineer.

Dic b/ J. W. Dafoura

Encl.
AP

FORM 8A 10M-8 22

R. A. BOOTH, EUGENE, CHAIRMAN
B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Medford, Oregon,
Sept. 11, 1922.

RECEIVED
SEP 12 1922
OREGON
STATE HIGHWAY COMMISSION

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Mr. Tom Davis, of the Federal Bureau, made arrangements with me last week to go over the Hayden Creek-Keno line on a trip of inspection. Mr. Davis wishes to investigate this line to determine if it is possible to eliminate the loop on the slope down into the first crossing of the Klamath River. Mr. Kelley investigated this same subject sometime ago. As I am familiar with that country, I am going with him and on the same trip wish to show Mr. Stebbins some possible routes for an investigation for a line between Dairy and Beatty which where suggested by Mr. Hutto since the trip of the Commission to that section.

As Mr. Davis was the Government representitive when Mr. Kelley and myself investigated the routes in that section, it will be of interest to him to know what Mr. Hutto proposes.

As I am riding with Mr. Davis, I am not sure as to the date I will return but presume that it will be before the end of the week.

Very truly yours,

K. E. Hodgman

K. E. Hodgman,
Division Engineer.

FORM 2A 10M-8-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Pinehurst, Oregon
Sept. 9, 1922.

Mr. K. E. Hodgman, Div. Engr.

Oregon State Highway Dept.

Medford, Oregon.

PR #84

RECEIVED
SEP 20 1922
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Your attention is called to the attached summary sheet on Unit #2. This summary sheet shows that I have estimated the final cost of the grading on the Klamath County Line-Hayden Creek Section at about $ 87,300 which is approximately $ 16,800 in excess of the "Preliminary Estimate" and $ 8,000 in excess of my July "Estimate Corrected to Date."

You will note by comparing the "Preliminary Estimate" with the "Estimate Corrected to Date" that the increase in the cost of grading this unit is due almost entirely to the increase in yardage.

The reason for this increase in yardage is that in laying the balanced grade line on which the "Preliminary Estimate" is based, it was difficult to take into consideration the following local conditions thruout the entire section which came up while grading was in progress:

1. Material lost by blasting stumps in cuts.
2. Extra material required to fill stump craters in fills.
3. Extra material required to cover shrinkage in embankment.
4. Boulders wasted in cuts because not suitable for low fills.
5. Extra material required for back-filling in cuts on account of removing boulders below grade.

I trust that the above explanation will explain to your satisfaction the reason for the increased cost of the grading on this section.

Yours truly,

R. L. Kinney

RESIDENT ENGINEER.

SWP

August 18th, 1922.

Bureau of Public Roads,
Portland, Oregon.

P R 84

Gentlemen:

Herewith we are returning to you four copies of Project Statement on the Hayden Creek - Keno Section of the Ashland - Klamath Falls Highway, Federal Aid Project No. 84. You will note that the co-operation requested has been decreased to $25,000, although it is our intention to ask for full permissible co-operation at such time as funds may be available.

Assurance is given that the bridge over the Klamath River located about the center of the project will be rendered adequate and safe for traffic, either by the construction of a new structure, or by such repairs to the existing bridge as may be necessary.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSousa,

AF

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

August 15, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

In accordance with conversation with Mr. Probert we are returning herewith four copies of project statement covering Oregon Federal Aid project No. 84, Hayden Creek-Keno section. This is returned for the purpose of reducing the amount of Federal Aid requested.

It is requested that when this project statement is re-submitted a letter be enclosed stating that the bridge over the Klamath River, about the center of the project, will be repaired or, if necessary, replaced with new construction.

Yours very truly,
C. H. PURCELL, District Engineer,

By T. M. Davis
Acting

STATE Oregon

PROJECT NO. 84
(Not to be filled in.)

Form P R 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) July 25, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission
constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of Chapter XI, Laws of 1921
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said

Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance

1. Local name of road Haydon Creek - Keno Section of Ashland-Klamath Falls Highway
2. Located between Haydon Creek and Keno, County of Klamath
3. Points of beginning and ending Between Haydon Creek & Keno
4. Length in miles (gross) 11.7 (net) 11.7

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4256

5. Miles of project used as post route 11.7; miles not used as post route -

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each none

8. Tolls collected on roads or bridges on this project, if any none

9. Is project part of State's five-year program heretofore submitted? no

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of Ashland-Klamath Falls Highway. Secondary Federal Aid Highway

11. Improved roads adjacent or contiguous and type of each Graded road on west, unimproved road on east.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 2, (*b*) passenger motor vehicles 33, and (*c*) horse-drawn vehicles 2

13. Local traffic, approximate average daily number of (*a*) trucks 0, (*b*) passenger motor vehicles ?, and (*c*) horse-drawn vehicles ?

14. Description and present condition of traveled way Unimproved road

15. Proposed width of surfacing 16; feet between ditches 18; approximate maximum gradient 5 per cent.

16. Proposed type of construction Grading and surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $3,278.64 and any additional amounts required. (Add) (Subtract) authorized

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways;

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act; and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein

Secretary.

from the following sources: (State or (and) county.)

(Refer to statute.)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department standard forms of contract and bond.

25. Reconnaissance estimate of cost of project:

Made by E. H. Holgerson Date July 28, 19 2

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
50,000	Cu. yds.	Excavation, 65 % rock	1	42	71,000	00
	Sq. yds.	Surfacing of				
All Required		Clearing & Grubbing	Lump Sum		10,000	00
20,000	Sta. Yd	Overhaul		05	1,400	00
1,200	Lin.ft.	12" Culvert Pipe	1	75	2,100	00
400	" "	18" " "	3	00	1,200	00
100	" "	24" " "	4	00	400	00
100	" "	36" " "	7	50	1,250	00
		Structures of 20′ span or under				
		no spans Structures over 20′ span				
		Other items				
22,500	cu.yds	Surfacing	2	50	56,250	00
2,000	" "	Filler		00	1,000	00

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

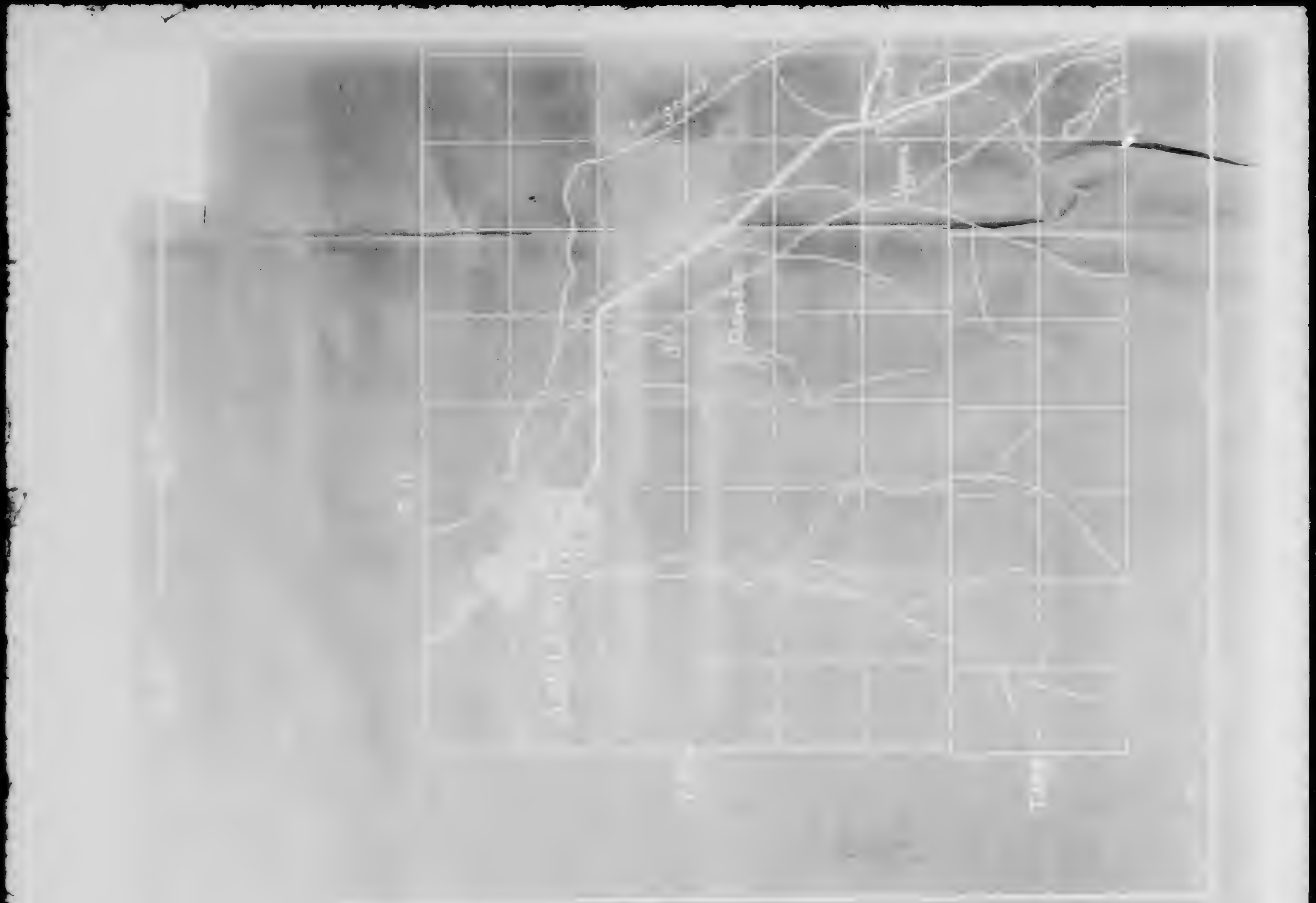
OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

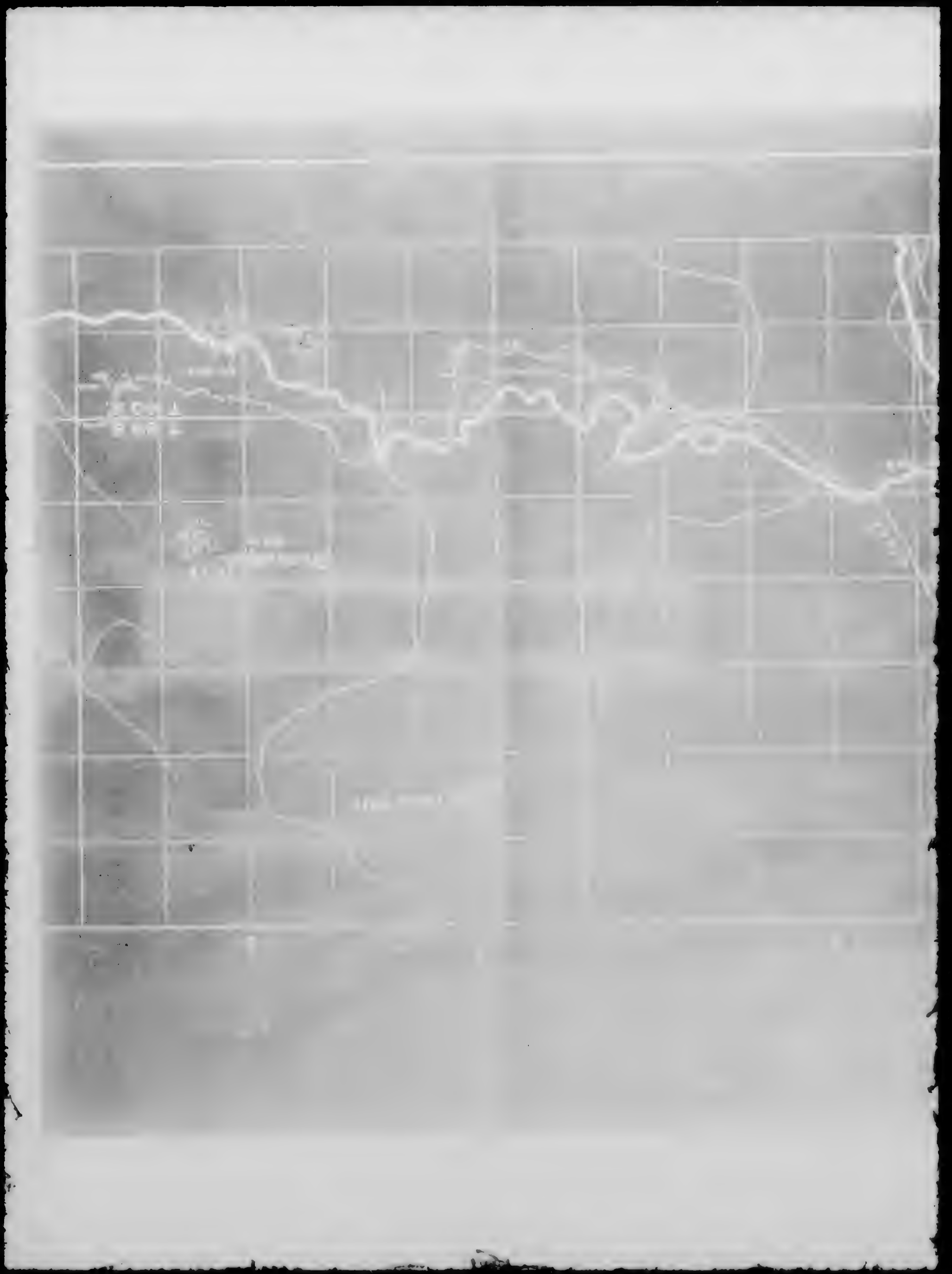
By [signature]
Chairman
(Title of officer.)

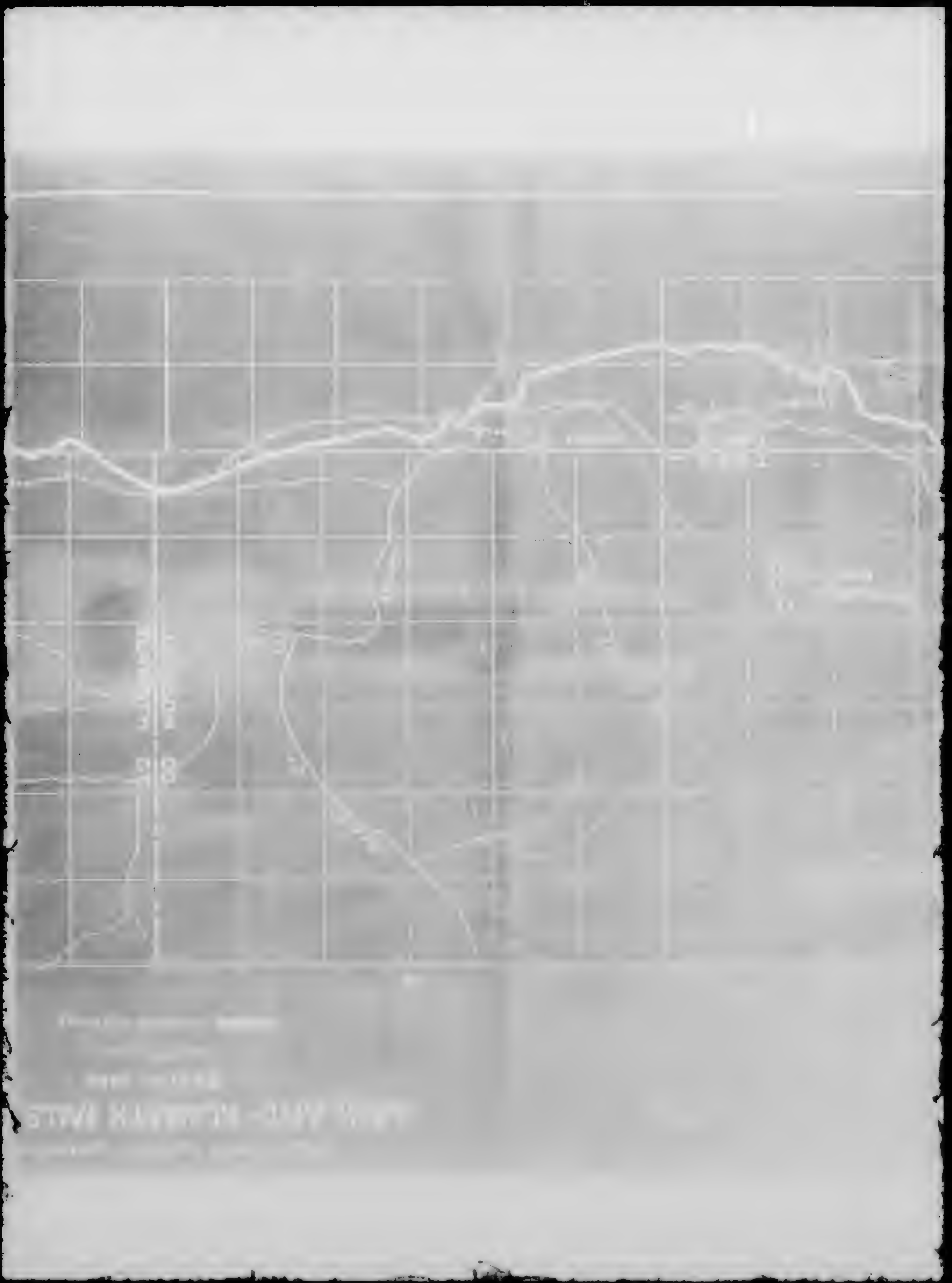
By [signature]
Commissioner
(Title of officer.)

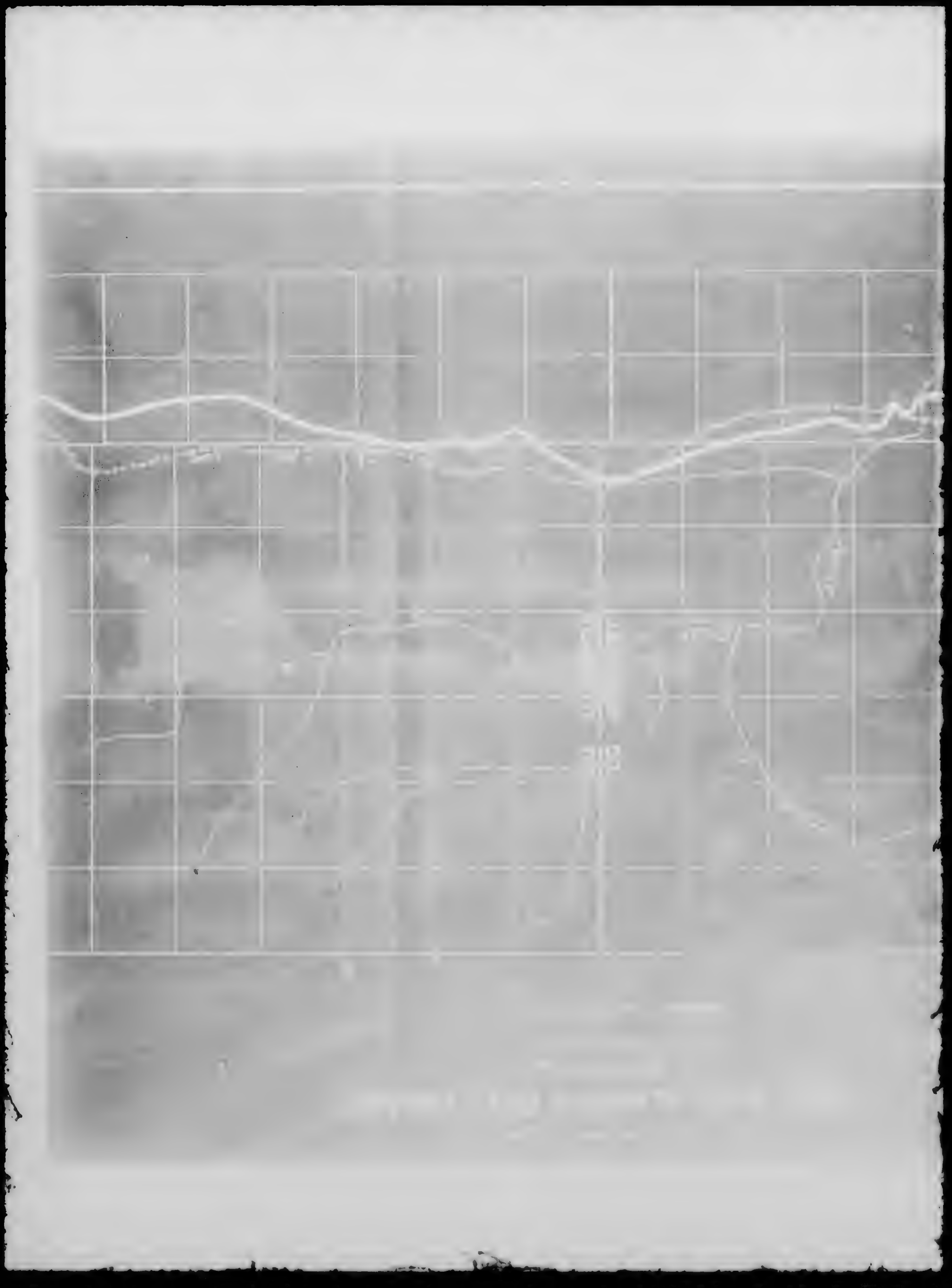
By
Commissioner
(Title of officer.)

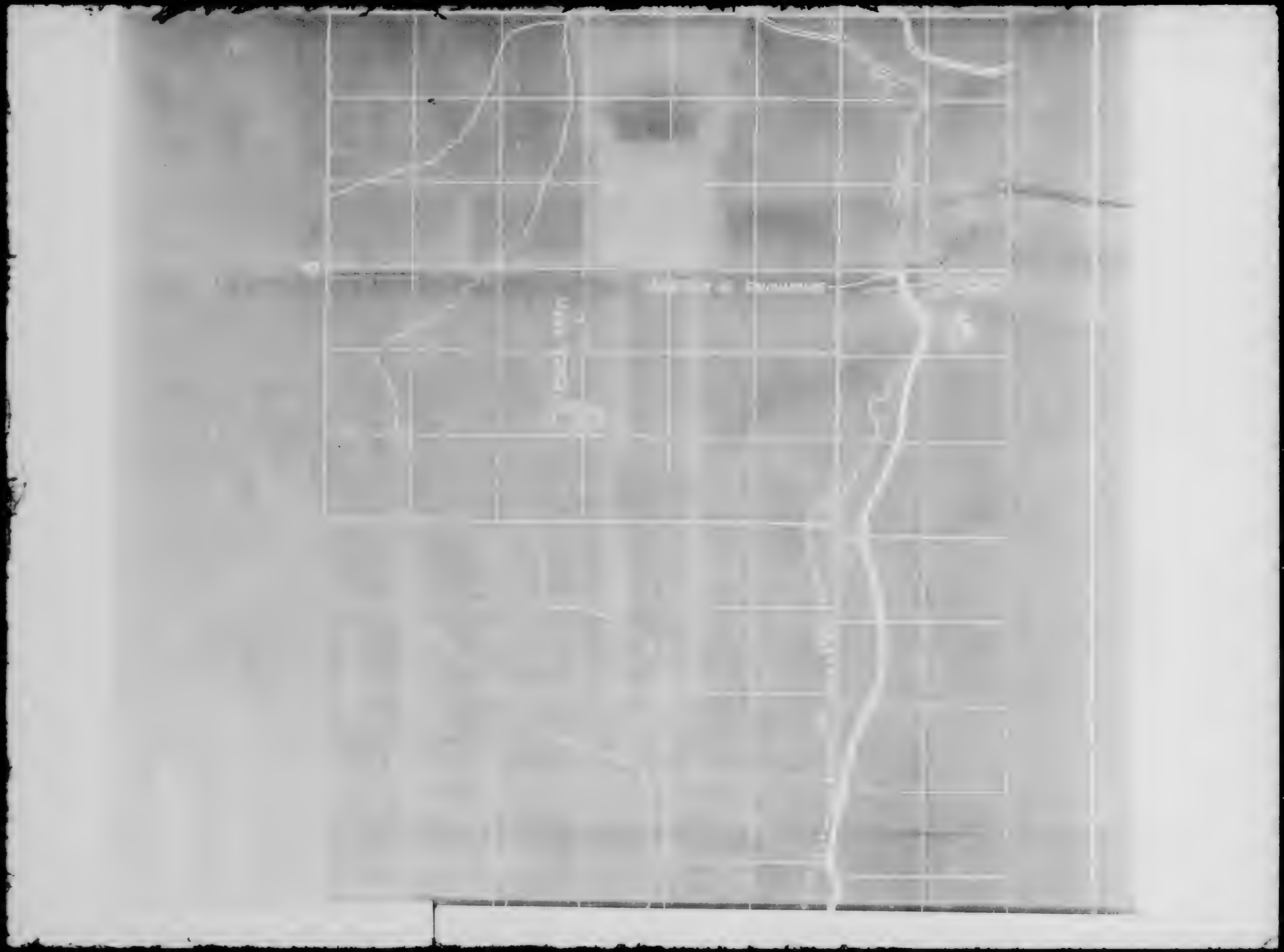
8—4356

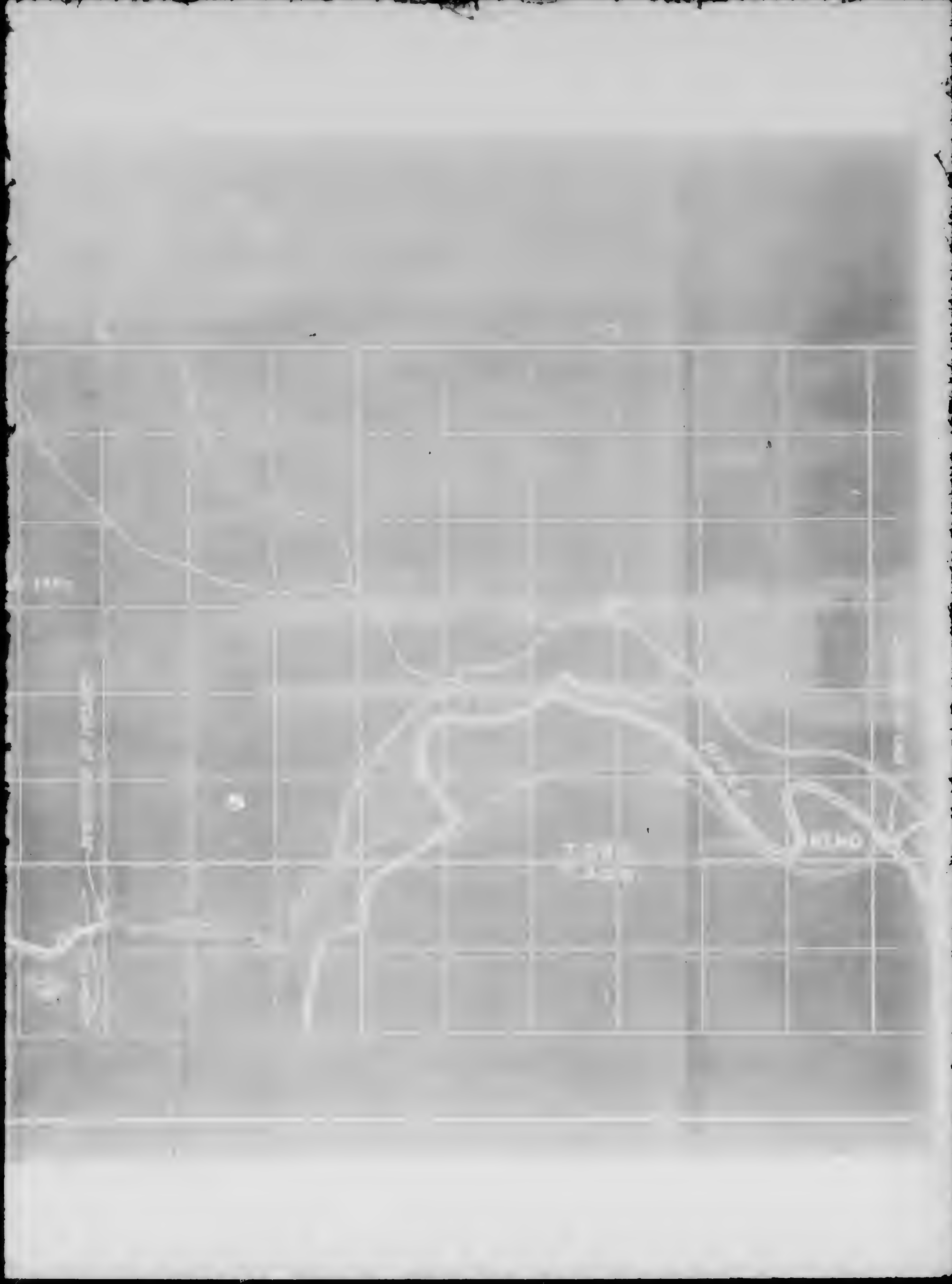


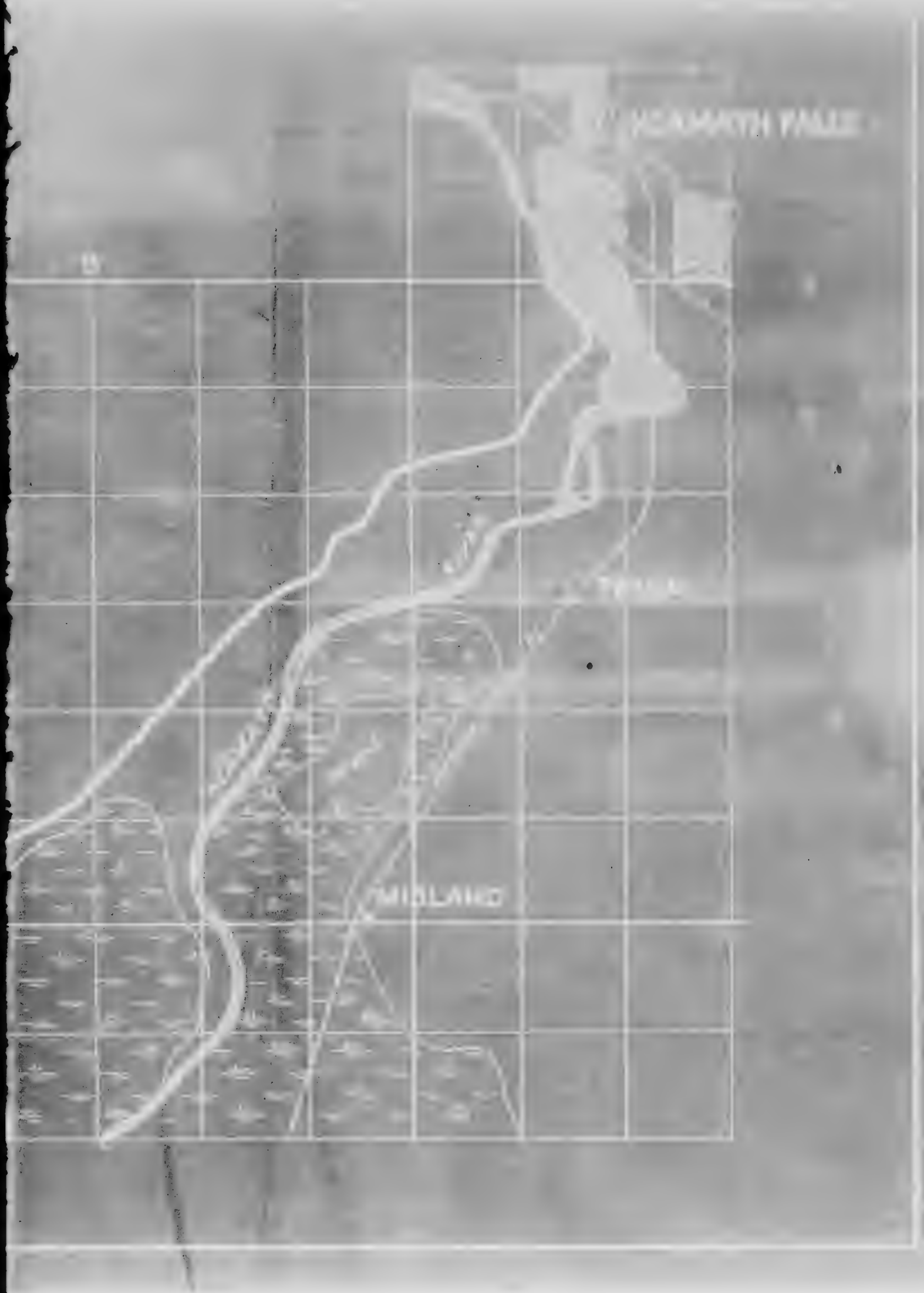











KLAMATH FALLS
MIDLAND

State Oregon

Project No. 84

Form P.R. 26
Bureau of Public Roads

C E R T I F I C A T E

That the road embraced in project statement will be a part of 7 percent system of Federal aid highways.

(Date) July 25, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D.C.

Sir:-

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system of primary or interstate and secondary or intercounty highways to be selected under the provisions of Section 6 of the Federal Highway Act, November 9, 1921, and that it will be included in said system as a secondary highway.

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By ..... Chairman
(Title of officer)

By ..... Commissioner
(Title of officer)

By ..... Commissioner
(Title of officer)

By .....
(Title of officer)

I concur:

.....
District Engineer.

(Date) .....

(Note:- This certificate should be executed in the same manner as now provided in State law for the execution of project agreements.

FORM 8A 10M-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. S. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Medford, Oregon,
July 22, 1922.

RECEIVED
JUL 24 1922
OREGON
STATE HIGHWAY COMMISSION

BR 8-4

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. Probert.

Dear Sir:-

I am returning Project Statement for the Hayden Creek-Keno Section of the Ashland-Klamath Falls Highway filled out as you requested.

The cost estimate is only approximate as there are no records in the Medford office on this section. A closer estimate will be made from data obtained from Mr. Stebbins and will be forwarded to you at a later date. However I believe that this will answer the purpose of a Reconnaissance estimate.

Very truly yours,

K. E. Hodgman

K. E. Hodgman,
Division Engineer.

July 20th, 1922.

Mr. K. E. Hodgman,
Division Engineer
MEDFORD, OREGON.

Dear Sir:

Herewith we are enclosing copy of project statement on which some items are to be filled out by you on the proposed Hayden Creek Keno Post Road Project on the Ashland Klamath Falls Highway in Klamath County.

If you will give this your early attention, and return it to us, we will endeavor to have the project statements signed by the Highway Commission at their meeting on July 25th and 26th.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

Encl.
Dic by J. W. DeCoux

AP

CONTRACT#
460,602,627

PR 85 Jackson Co. Line-Hayden Cr. 1922-1924

460.602.627

RJ-85

July 22, 1924.

Bates, Lively & Pearson, Agents,
330-309 Yeon Building,
Portland, Oregon.

Gentlemen:

In reply to your letter of the 21st inst. requesting the total amount of contract No. 687, Harness & Colby, contractors, for the construction of the Jackson County Line-Hayden Creek Section of the Ashland-Klamath Falls Highway, will say that we are not in a position to give you final total amount at this time. However, the amount paid to date is $60,788.07 which includes force account to the amount of $916.71. Our retained percentage is $1,180.04.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

BATES, LIVELY & PEARSON

GENERAL INSURANCE AGENTS

300-308 YEON BUILDING

PORTLAND, OREGON

PAUL C. BATES
K. V. LIVELY
W. E. PEARSON

July 21, 1924

GENERAL AGENTS FOR

AETNA LIFE INSURANCE CO.
OF HARTFORD, CONN.
ACCIDENT AND HEALTH
COMPENSATION
LIABILITY
LIFE

AETNA CASUALTY & SURETY CO.
OF HARTFORD, CONN.
AUTOMOBILE
BURGLARY
FIDELITY AND SURETY
PLATE GLASS
SPRINKLER LEAKAGE

THE AUTOMOBILE INSURANCE CO.
OF HARTFORD, CONN.
AUTOMOBILE INSURANCE
PARCEL POST
MARINE
FIRE

CITY OF NEW YORK INSURANCE CO.
OF NEW YORK
AUTOMOBILE
FIRE

CENTURY INSURANCE CO., LTD.
OF EDINBURGH, SCOTLAND
FIRE

THE NATIONALE FIRE INSURANCE CO.
OF PARIS, FRANCE
FIRE

HARTFORD STEAM BOILER
INSPECTION & INSURANCE CO.
STEAM BOILERS
FLY WHEEL
ENGINE

State Highway Commission
Salem, Oregon

Re: Contract #627 - Jackson County Line-Hayden Creek Section of the Ashland-Klamath Falls Highway--Harness & Colby

Gentlemen:

We have your favor of the 19th instant advising that youare about to make semi-final payment on the above contract.

Will you kindly advise us the total amount of the contract?

Thanking you, we remain,

Yours truly,

BATES LIVELY & PEARSON

By M. L. Little

MLL:HG

July 19, 1924.

Aetna Casualty & Surety Company,
Portland, Oregon.

Gentlemen:

This letter is to advise you as surety on the bond furnished by Harness & Colby in connection with their contract No. 427 for the surfacing of the Jackson County Line-Hayden Creek Section of the Ashland-Klamath Falls Highway, that we are about to make semi-final payment to Harness & Colby in amount $2,545.34.

We also wish to advise you that we have no knowledge of any claims against this contractor. We assume no responsibility in connection with them should there be any. The mailing of the warrant to Harness & Colby will be made in due course unless we receive a request from you to the contrary in the meantime.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Claisyer,
Chief Clerk.

HBC:LM

July 10, 1924.

F. No. 66

J. A. Denn Powder Company,
Roseburg, Oregon.

Gentlemen:

In reply to your letter of the 8th inst. making inquiry as to whether or not final payment has been made to Harness & Colby in connection with their Green Springs surfacing contract, please be advised that final payment has not yet been made although it is our understanding that the contract was completed on June 17.

Final payment will not be made until final field notes have been checked over in this office. Due to the fact that the notes have not yet been received it is likely to be the greater part of a month before final payment is made. Our retained percentage at present amounts to $4,700.65 the greater part of which will be released as a semi-final payment when the engineer's next estimate is presented for payment.

Very truly, yours,

ROY A. KLEIN,
State Highway Engineer.

By

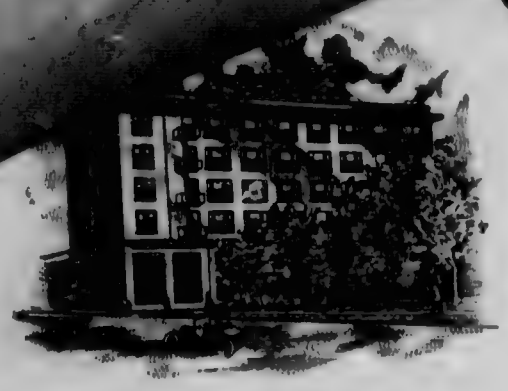
H. B. Glaisyer,
Chief Clerk.

HBG:LM

...WAY TO ...TER LAKE

P. R. #85

P985



COMMERCIAL MEN'S HOME
TOURISTS LINGER LONGER

Hotel Medford

ONE BLOCK FROM NEW POST OFFICE

EMIL MOHR, *Proprietor*

100 ROOMS—50 WITH PRIVATE BATH
EXCELLENT SAMPLE ROOMS
PLAN EUROPEAN

ALL MODERN CONVENIENCES

MEDFORD, OREGON

#67.
Klamath County

July 8, 1924

Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Will you kindly advise me if Harness and Colby have received their final estimate on their green spring surfacing contract and if not when this settlement will probably be made.

Very Truly
J. A. Denni Powder Co.
Roseburg, Oregon.

(See back of this sheet for instructions and detailed information.)

OK

...ORT

...22 ..., 192...
...15 to June 22
...math Falls
Address ...
...ress ...

...NOTED
...elopments, instructions to contractor,
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...tion was
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... Harness
...ill use
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...ce purposes
... Miller
... Reno will
...ect July 20.
...visable.
...e on 18PF
... the Miller
...pleted.
...Earl
...

Signed ...

Title ...

Form No. 89

PQ85

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 22, 1934

Job Name Lost Creek Unit
Parks

Week from June 15 to June 22

Mail Address Klamath Falls

Highway Pacific

Telegraph or Telephone Address "

County Klamath Job Prefix

Express and Freight Address "

NOTED

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Harness #1 has completed the
rocking on this section on
June 17th.
Maintenance on this section was
taken over by the State on June 18,
Have rented one of the Harness
and Collinsplaces and will use
a team of mine & theirs on
this section for maintenance purposes
during the winter months. The Miller
contract from Tender Co to Keno will
not be completed till about July 20.
so it was considered advisable
to handle the maintenance on IRPF
in the above manner till the Miller
roadway section is completed.
Mr & E Nicholas, Bureau Public Roads Engr
visited this section on June 19th
and found same in order.

(See back of this sheet for instructions and detailed information.)

Signed .....

Title .....

Form No. 39—22292—6M—8-28

RP-55

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 983

Miles completed 983

Miles partially done .....

Average daily yardage placed this week 100 (2 days worked)

Average daily yardage necessary to complete on time .....

Contractor's average force for week 23 men,

2 teams, 2 trucks

Percentage of total required yardage now in place 100% of 18932

Surfacing will be completed about June 16

Number men in Engineering Party 4

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 18PF *Percentage* 50

Other jobs 18PG.2 *Percentage* 50

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 89—22292—6M—8-28

RP-55

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 16, 1928

Job Name Jackson Co. Line-Hyde Co. Rocking

Week from June 8 to June 15

Mail Address Reno

Highway Ashland-Ft. Klamath

Telegraph or Telephone Address Spencer Sta.

County Klamath Job Prefix 18PF

Express and Freight Address Klamath Falls.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has a force of 23 men working this week. There remains about 200 yds to be placed on this section, and rocking will be completed about June 20.

(See back of this sheet for instructions and detailed information.)

Signed R. J. Kinsell

Title Res. Engr.

Form No. 33—22332—4M—8-33

PG-80

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*
..... *teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 983

Miles completed 963

Miles partially done 020

Average daily yardage placed this week ..... 1031 (Gdg. work)

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 23 *men,*

..... 2 ..... *teams,* ..... 2 ..... *trucks*

Percentage of total required yardage now in place ..... 99% of 18900

Surfacing will be completed about ..... July 20

Number men in Engineering Party 4

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 10PF ..... *Percentage* 50%

Other jobs ..... 10PG2 ..... *Percentage* 50%

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

PR-85

Form No. 39—18292—6M—8-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date ..., 1934

Job Name ...

Highway ...

County ... Job Prefix ...

Week from ... to ...

Mail Address ...

Telegraph or Telephone Address ...

Express and Freight Address ...

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

RECEIVED
JUN 12 1934

Signed ...

Title ...

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,
..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,
..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,
..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 19—22292—4M—6-28

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date ....., 192..

Job Name .....

Week from ..... to .....

Mail Address .....

Highway .....

Telegraph or Telephone Address .....

Express and Freight Address .....

County ..... Job Prefix .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

VOTED
R.A.K

(See back of this sheet for instructions and detailed information.)

Signed .....

Title .....

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,
..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,
..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,
..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* 50

Other jobs ..... *Percentage* 50

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

OR-85

May 27, 1924.

Day, Hampson & Nelson,
Attorneys at Law,
815 Yeon Building,
Portland, Oregon.

Gentlemen:

In reply to your letter of the 24th inst. requesting certain information concerning the state highway contract held by Harness & Colby, we submit the following:

The State Highway Commission awarded state highway contract No. 627 for the surfacing of the Hayden Creek-Jackson County Line Section of the Ashland-Klamath Falls Highway in Klamath County, to Harness & Colby on February 7, 1923. In connection with this contract Harness & Colby furnished us with a surety bond which was for the purpose of protecting all labor and material claims against the contract and also for the purpose of guaranteeing the completion of the project in a manner satisfactory to the Highway Commission.

The surety on this bond is the Aetna Casualty & Surety Company, the Portland agents for whom are Bates, Lively & Pearson, Yeon Building, Portland, Oregon.

The contract has not been completed to date but our reports indicate that it is now practically 83 per cent complete. There has been paid to the contractor up to May 10th the sum of $47,421.17. Our retained percentage amounts to $4,700.65. The amount of the original contract was $52,675. At the present rate of progress it is doubtful whether final payment will be made to Harness & Colby before some time in July or August.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

9

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
815 YEON BUILDING
PORTLAND, OREGON

BEN C. DEY
ALFRED A. HAMPSON
ROSCOE C. NELSON
PAUL P. FARRENS
GEORGE L. BULAND
CLARENCE J. YOUNG
ANDREW KOERNER

May 24, 1924.

State Highway Commission,
Salem, Oregon.

Gentlemen:

In April or May, 1923, the State Highway Commission, we are informed, entered into a contract with the firm of Harness & Colby for the construction of the Ashland-Klamath Highway. We desire to file a claim against the bond given by these contractors for the faithful performance of their work, so would be obliged if you would send us at your earliest convenience the following information: the date of the contract with Harness & Colby and also whether or not the contract has been completed and the work accepted by the State of Oregon; the correct designation of the road constructed by the contractors; the name of the Surety Company writing the bond; and also the amount of the contract and whether or not the final estimate has been paid.

Your early attention to this matter will be greatly appreciated.

Amount of contract was = $62,675.00
Contract dated - Feb 7- 1923

Very truly yours,
Dey Hampson & Nelson

AK:BT

9.83 Mi. Conc. Stone Surfacing.
#627 - Jackson County Line - 7 Mile Creek Section of Klamath County.
Aetna Casualty & Surety Co
Date, Surety & Jackson, Agts., Portland.
Paid to Filing-10. $47,421.17
Returned = $4700.63 — 83% Complete.

ANSWERED
H. B. O.

Form No. 39—22292—6M—8-23

PG-85

OR[illegible] STATE HIGHWAY DEPART[illegible]NT

FIELD ENGINEER'S WEEKLY REPORT

Date May 26, 1924

Job Name Jackson Pine-Klamath
Roadway

Week from May 18 to May 25

Mail Address Klamath Falls R.F.D. #4

Highway Fairview-K-Falls

Telegraph or Telephone Address Spencer Sta

County Klamath Job Prefix 182 F

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractors force this week consists of 23 men.

There is 3 miles of 2" top yet to be laid to complete this section, and about 2000 yards of crushed rock yet to place.

This section should be completed about June 20.

No lost time this week.

Weather - Warm & Pleasant

(See back of this sheet for instructions and detailed information.)

Signed [signature]

Title [illegible]

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed 7.0

Miles partially done 2.83

Average daily yardage placed this week 112 (in 6 days work)

Average daily yardage necessary to complete on time .....

Contractor's average force for week 23 men,

2 teams, 3 trucks

Percentage of total required yardage now in place 90% of 18900

Surfacing will be completed about June 20

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 18PE *Percentage* 50

Other jobs 18PE2 *Percentage* 50

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

0485-

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 20, 1941

Job Name Last Section Rock Mp

Week from May 11 to May 18

Mail Address Keno

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Spencer 3 to

County Klamath Job Prefix 18 PF

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractors force this week consists of 23 men.

Progress has been fair. One half days lost time this week on account of equipment trouble.

The road from the Klamath Co line to Keno is in fair shape.

Weather - Warm & pleasant all week

NOTED
R.A.K.

(See back of this sheet for instructions and detailed information.)

Signed R L Stuney

Title Res Engr

9975

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,
..... teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed 583

Miles partially done 400

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,
..... teams, ... trucks

Percentage of total required yardage now in place ..... 26% of 1800 Yds.

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,
..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 18 P.F. ..... *Percentage* 50

Other jobs ..... 10 Cty. ..... *Percentage* 50

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39—22292—6M—5-23

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 13, 1924

Week from May 4 to May 11

Job Name Jackson Co Line - Hayden Cr Reching

Mail Address Reno

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Spencer Sta.

County Klamath Job Prefix 18 P.F.

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has an average force of 23 men working. Two days last time this week on account of break down of Tractor. Both blades and State sprinkling truck are operating continuously on this section

Miller started to repair and get in equipment for his gravel contract on the Hayden Cr-Reno Section the last of this week. He will probably resume crushing operations on May 20.

The road from the Klamath Co. Line to Reno is in fair shape.

(See back of this sheet for instructions and detailed information.)

Signed R. L. Stuney

Title Res. Engr.

89-75

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed 5.00

Miles partially done 4.83

Average daily yardage placed this week ..... 105 (in 4 days work)

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 22 men,

..... 2 ..... teams, ... 3 ..... trucks

Percentage of total required yardage now in place ..... 83% of 18900 .....

Surfacing will be completed about 1-1-1922

Number men in Engineering Party 2

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 18 P.F ..... Percentage 100

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

May 5, 1924.

Russell Grader Mfg. Company,
2005-2301 University Ave., S. E.,
Minneapolis, Minn.

Attention Credit Department.

Gentlemen:

Receipt is acknowledged of your letter of the 30th ult. regarding the payments to Harness & Colby, contractors for the surfacing of the Jackson County Line-Hayden Creek Section of the Ashland-Klamath Falls Highway.

In reply will say that search through our files fails to reveal that any order or assignment of payments to Harness & Colby was ever made. Payments have all been made to Harness & Colby direct.

In connection with this contract Harness & Colby furnished us a surety bond which was for the purpose of protecting all labor and material claims against this job. The surety on this bond is the Aetna Casualty & Surety Company, the local agents for whom are McCargar, Bates & Lively, Yeon Building, Portland, Oregon. Would suggest that you file your claim with them as they are equally responsible for its settlement with Harness & Colby. According to the statute, however, this responsibility expires automatically one year after the date of completion of the work except in theevent a notice of the claim has been filed with the Secretary of State of the State of Oregon, prior to that time.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Gleiszer,
Chief Clerk.

HBG:LM

CAPITAL $2.000.000.00

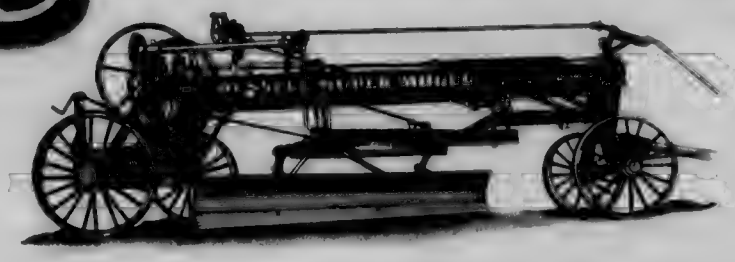
M L ELKEN, Vice Pres
C O WOLD, Secy-Treas & Bus Mgr

Russell Grader Mfg. Co.

Manufacturers of

RUSSELL
ROAD MACHINERY

Cable Address
"RUSSELGRAD" MINNEAPOLIS
A B C CODE 5TH EDITION



ROAD GRADERS
PATROL GRADERS
ROAD FINISHERS
ELEVATING GRADERS
DUMP WAGONS
SCARIFIERS
ROAD DRAGS
WHEEL SCRAPERS
DRAG SCRAPERS
BUCK SCRAPERS
ROAD PLOWS
STEEL BEAM BRIDGES
GRAVEL HANDLING EQUIPMENT
CONVEYORS
SCREENS
DRAG LINES
DRAG LINE BUCKETS
CRUSHING PLANTS

When replying refer to

2005-2301 University Ave.S.E. Minneapolis, Minn. U.S.A.

April 30, 1924.

file 184B

Oregon State Highway Commission,
Salem, Ore.

Gentlemen:

We have in our files a copy of an order on the Oregon State Highway Commission as signed by Harness and Colby on June 16, 1923. We forwarded the original of this order to E. L. Kropp asking him to file same with you but have not been advised that this was done. The order is for estimates due Harness and Colby on the work being done on the Klamath County Line, Hayden Creek Section.

Harness and Colby owe us $3,745.32 and 8% interest on the notes given in payment of the crushers used in this work. May we expect your co-operation in getting payment of the amount mentioned. We would be pleased to hear from you and are therefore enclosing stamped return envelope.

#627

Yours very truly,
RUSSELL GRADER MFG. CO.

Credit Department.

Surfacing Junction Line - Hayden Creek section
The Active Co. Inc.
Mrs Casper Dist. Engr.
Klamath Falls

ANSWERED
H B.G.

E.Martin
#25594-8
26506-10

AFFILIATED PLANTS
MINNEAPOLIS
CHICAGO
NORTH KANSAS CITY
MEMPHIS
DALLAS

All Quotations subject to change without notice and contingent upon strikes, fires or any other cause beyond our control.

Form No. 39—22292—4M—8-23

09-85

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Maya, 1924

Job Name Jackson Co Line-Hayfork Rocking

Week from Apr 27 to May 3

Mail Address Hero

Highway Ashland-K. Falls 1

Telegraph or Telephone Address Spencer Sta.

County Klamath Job Prefix 18P.F.

Express and Freight Address K. Falls.

NOTED R.A.K.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractor has an average force of 22 men working - Progress has been fair this week considering the character of the material - The road from the Klamath Co Line to Hero is in fair shape.

Weather - Warm - pleasant

(See back of this sheet for instructions and detailed information.)

Signed O. T. Kenney

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,
..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 2.82

Miles completed 2.1

Miles partially done ..... .73

Average daily yardage placed this week 108

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 22 men,

..... 2 teams, ... 2 trucks

Percentage of total required yardage now in place ..... 21% of 12900

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 12 D.F ..... Percentage 100

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Form No. 39—22292—6M—8-23

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FR-85

Date ....., 192..

Week from ..... to .....

Job Name .....

Mail Address .....

Telegraph or Telephone Address .....

Highway .....

Express and Freight Address .....

County ..... Job Prefix .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractors average force this week consists of 22 men.

Progress has been fair. Crew laid off two days last time on April 22 on account of break down of Holt Tractor.

1 Fill in Truck #629 arrived on April 19, and was put in service on this Section on April 21.

The blades ordered for this Section arrived on April 22, and two blades are now being operated continuously.

Mr Kelley and Mr Moore made an inspection trip.

The road from the Klamath Co Line to Keno is in fair shape.

Weather Warm and pleasant all week.

(See back of this sheet for instructions and detailed information.)

Signed ..... R. L. Spencer

Title ..... Res Engr

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles complete[illegible]cept finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed 3.3

Miles partially done 6.53

Average daily yardage placed this week 104

Average daily yardage necessary to complete on time ..... Time Expired Nov 30 - 23

Contractor's average force for week ..... 22 men,

2 teams, 3 trucks

Percentage of total required yardage now in place ..... 77% of 18900

Surfacing will be completed about ..... July 1 - 1924

Number men in Engineering Party 2

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 18 P.F. ..... Percentage 100

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Form No. 39—22292—6M—8-23

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date April 20, 1924

Job Name Jackson Co. Line - Klamath Co. Line

Week from April 13 to April 20

Mail Address Reno

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Spencer Station

County Klamath Job Prefix 18 P F

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractors average force this week consists of 20 men.

The 2½" screen test to determine the cost of getting out 3" crushed rock, started April 11, was discontinued by order of Mr. Kelley, on April 18th. The total crushing time during this period was 37 hours, with a production of 320 yards, or an average production of 74 yds. per day.

The contractor asked 85¢ per yard, in excess of his 1" contract price, for getting out 3½" rock. This price was considered prohibitive by Mr. Kelley, and the work ordered discontinued on that account. A top course of 3½" rock would have been very desirable on this section, had it been possible to arrive at a satisfactory price.

State sprinkling truck #609 ordered over a month ago for use on this section, arrived April 19th. This truck should have been in operation on this section for the past two weeks.

An extra blade has been ordered for this section. Should arrive April 22nd.

(See back of this sheet for instructions and detailed information)

Signed R. J. Kuhn

Title

Cold - Windy - Snow first of week.
Warm - Pleasant - Latter part - "

Form No. 25—22792—5M—8-23

PG 85

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed 2.3

Miles partially done 7.53

Average daily yardage placed this week 71

Average daily yardage necessary to complete on time Time Expired Nov. 30 1923

Contractor's average force for week 20 men,

1 teams, 3 trucks

Percentage of total required yardage now in place 74% of 18900

Surfacing will be completed about July 1 1924

Number men in Engineering Party 2

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 18 P.F *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 35—22592—6M—8-28

pg 85

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED APR 21 1931 DIVISION 4

Date April 14, 1931

Job Name Jackson Co. Line-Hayden Creek Rocking 1st. course of of Top

Highway Ashland-Klamath Falls

County ..... Job Prefix .....

Week from April 6 to April 11 inclusive

Mail Address Keno

Telegraph or Telephone Address Keno

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractors average force this week consists of 17 men. Progress has been fair considering the character of the material. On days lost time on Friday taking off 1 inch screen, and replacing with a 3/4 inch screen for a trial test to determine the difference in cost of crushing 1 inch and 3/4 inch rock.

NOTED R.A.K.

The first course of top on this Section was completed Friday morning, April 11, when the 1 inch screen was taken off and replaced with 3/4 inch screen. Crushing of 3/4 inch material material for the top course was resumed at 4 P.M. There still remains 8.6 miles of the second course of top to be placed.

ED

Weather has been warm and pleasant all week.

Below an approximate estimate of the amount of material that will be required on this Section.

Crushed Rock	
Total amount placed to date	15400
8.6 miles top course yet to place	3600
Additional material required for patching, raising depressions in grade etc.	200
Maintenance material	1000
	18900*

(See back of this sheet for instructions and detailed information.)

Signed .....

Title R. L. Kinney, Res. Engr.

*This amount provided for in your letter to Mr. Klein of Oct. 31, 1930.
Original estimate was 18500 yards. (200 yds add was asked for)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*
..... *teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed 1.2

Miles partially done 8.6

Average daily yardage placed this week 95

Average daily yardage necessary to complete on time Time expired Nov. 30-23

Contractor's average force for week 17 *men,*

1 *teams,* 3 *trucks*

Percentage of total required yardage now in place 73% of 18500

Surfacing will be completed about July 1, 1924

Number men in Engineering Party 2

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 18 PF *Percentage* 100%

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

For[illegible] 3-40

PR 83

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date April 6, 1934

Job Name Jackson Co. Line-Hayden Creek Rocking 2" top course

Highway Ashland-Klamath Falls

County Klamath Job Prefix 18PF

Week from March 30 to April 6

Mail Address Keno

Telegraph or Telephone Address Keno

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Harness and Colby resumed rocking on this Section on March 31.
They have a force of 14 men working.
Since March 17th. they have had a force of from 10 to 14 men repairing equipment, and blasting down and breaking rock in suitable size for crushing.
Progress has been fair this week considering the character of the material, and they should complete the first 2" top course on April 12.
If a satisfactory arrangement can be made on the price it is desired that the last two inch top course be of 3/4 inch crushed rock. On March 26 Mr. Kelley was over the line, and instructed the Contractor to purchase a 3/4 inch round screen, and a force account kept on the difference in cost of crushing 1 inch and 3/4 inch rock. If it is found after this test that the difference in cost is not prohibitive the last two inch course will be laid with 3/4 inch rock. This screen has not yet arrived.

Occasional snow storms the first part of the week. Later part of week warm and pleasant.
Hayden Creek- Spencer Station road in fair shape at end of week.

NOTED RAK

(See back of this sheet for instructions and detailed information.)

Signed R. L. Kelley

Title Dis. Eng.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed 1

Miles partially done 9.83

Average daily yardage placed this week 93

Average daily yardage necessary to complete on time Time expired Nov 30 1923

Contractor's average force for week ..... 14 men,

1 teams, ... 3 trucks

Percentage of total required yardage now in place 70%

Surfacing will be completed about ..... July 1

Number men in Engineering Party 2

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 18 P F ..... Percentage 100

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

February 26, 1924

Harness & Colby,
Roseburg, Oregon.

Gentlemen:

Your request for extension of time on contract No. 627, Hayden Creek-Jackson County Line Section of the Ashland-Klamath Falls Highway, was considered at the meeting of the Commission on January 10th and the following action was taken:

"Harness & Colby, contract No. 627, Hayden Creek-Jackson County Line Section of the Ashland-Klamath Falls Highway, requested an extension of time to July 1, 1924. The Engineer recommended that the extension be granted without penalty subject to the following conditions: 1st. Contractor to do, at his expense, any scarifying or re-shaping of stone now in place that may be necessary upon resuming surfacing operations; 2nd. Contractor to clean ditches and reshape shoulders at his expense upon completed sections of the project; 3rd. Contractor to maintain, at his expense, stone now in place when snow goes off in the spring. Recommendation approved by the Commission".

Very truly yours,

State Highway Engineer.

RAK:LH

December 28, 1923.

Bureau of Public Roads.
New Post Office Building,
Portland, Oregon.

Gentlemen:

Herewith we are enclosing four copies each of Federal Aid Vouchers as follows:

85 - Jackson County Line-Hayden Creek	-	$ 3,279.78
91 - Kent-Wasco County Line	-	13,663.63
93 - Keno-Klamath Falls	-	24,168.05

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

(Dict. by J. W. DeSouza / TW)

Enclosure.

#6 - Klamath County

December 27, 1923.

PQ 75

Mr. C. C. Kelly,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

Please be advised that we have received from Harmon & Colby their application for an extension of [redacted] to July 1st 1924, on contract No. 627, Jackson County Line-Hayden Creek Section in Klamath County.

This application is accompanied by the written endorsement of the surety on the bond. Kindly forward us your recommendation so our files will be complete.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

Dict. by J. McFarland.

Form No. 31—22293—6M—8-23

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RP 55

Date Dec 22 1923, 192

Job Name Jackson Co Line to Hayden Creek

Week from Dec 8 to Dec 22

Mail Address

Highway Ashland Klamath Falls

Telegraph or Telephone Address

County Klamath Job Prefix 18 PP

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This report covers a period of two weeks.

Plant closed Dec 7th for the winter and the contractor moved out Dec 12th.

State equipment, one roller and one Cat were left in proper shape and protected from the elements.

OK

(See back of this sheet for instructions and detailed information.)

Signed R. D. Kinney

Title Res Engr

#1 2.7 — 22 Mi. Fr. Corvallis

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,
..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... ~~##~~ 9.83

Miles completed ..... 983 Base ~~6.4 2" top~~

Miles partially done ..... 1.3 4" top.

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place ..... 66⅔ of 18900.

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

#27 — Klamath County.

R985

December 22, 1923.

Harmon & Colby,
Roseburg, Oregon.

Gentlemen:

Please be advised that we have received from the Aetna Casualty & Surety Company their consent to an extension of time to July 1st 1924 on your contract No. 827, Jackson County Line-Hayden Creek Section of the Ashland-Klamath Falls Highway in Klamath County.

In order that our files may be complete we would thank you to forward us your written application for extension of time on the above contract to accompany the consent of surety. Kindly give this matter your early attention.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

Dict. by J. McFarland.

PR 85

Letter dated 12-15-1923

To [illegible]

From [illegible]

Re Final Estimate

Letter filed under File No. PR 85

Days worked this period	8
Average daily output for period	62.5
Total output for period	500
Best days run this period	96
Total yardage placed to date	12388
Total yardage yet to be placed	6512

DEC 19 1923

(See back of this sheet for instructions and detailed information.)

Signed O. R. Carlton

Title Asst. Engr.

RP85

Letter dated 12-15-23

To Bur. of Pub. Rds

From Deputy Dept

Re Final Est. Ind vouchers

on Proj. 85

Letter filed under File No. RP72

Snow yesterday and today.

Days worked this period	8
Average daily output for period	62.5
Total output for period	500
Best days run this period	96
Total yardage placed to date	12388
Total yardage yet to be placed	6512

(See back of this sheet for instructions and detailed information.)

Signed L.O. Clanton

Title Actg Supt RE

Form No. 39—22292—6M—8-28

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

985

Date Dec. 8, 1928

Job Name Jackson Co. Line - Hayden Creek. Period Week from Nov. 26, to Dec. 8

Rocking Mail Address Keno, Oregon

Highway Ashland - Klamath Falls Telegraph or Telephone Address Chase Station

County Klamath Job Prefix 18PF Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This report covers a period of two weeks.

Progress has been very slow on this section.

New crusher installation completed but there is not sufficient power to run same. Plant closed down Dec. 7th on account of snow. Will start running again Dec. 10th, weather permitting.

Snow yesterday and today.

Days worked this period	8
Average daily output for period	62.5
Total output for period	500
Best days run this period	96
Total yardage placed to date	12388
Total yardage yet to be placed	6512

(See back of this sheet for instructions and detailed information.)

Signed L. O. R. Canton

Title Asst. Engr. RE

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed ..... Base 9.83 Miles
859 to 927 4" Top 1.3 "
927 to 1193 / 788 to 859 2" Top 6.4 "

Miles partially done .....

Average daily yardage placed this ~~week~~ Period 62.5

Average daily yardage necessary to complete on time ..... Can't complete

Contractor's average force for ~~week~~ Period ..... 18 ..... men,

..... 1 ..... teams, ... 4 ..... trucks

Percentage of total required yardage now in place ..... 66% of 18900

Surfacing will be completed about .....

Number men in Engineering Party ..... See 18PC-2 Report

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... See 19PC-2 Report ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

PR*85

November 30th, 1925.

Harness & Colby,
Roseburg, Oregon.

Gentlemen:

We hand you herewith voucher covering Klamath County's share of the work performed by you between October 10th and November 10th, on the Jackson County Line-Hayden Creek Section.

Klamath County has not at the present time sufficient funds to meet this payment, but we are advised that the proceeds of a recent bond sale will be available on December 10th, and that all payments can be taken care of promptly thereafter.

On account of the delay which would result in case a State voucher were issued to cover this county payment, due to the fact that State vouchers must be sent out to each of our State Highway Commissioners for signatures, we believe that you will be able to collect the cash quicker under this County voucher, than you would under a State voucher.

Very truly yours,

ROY A. KLEIN
State Highway Engineer,

By

Office Engineer.

SHP:TW
Enclosure.

Form No. 33—22291—6M—8-23

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RR 85

Date November 26, 1923

Job Name Jackson Co. Line - Hayden Creek

Period Week from Nov. 11 *to* Nov. 25

Rocking

Mail Address Keno, Oregon

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Chase Station

County Klamath *Job Prefix* 18 PW

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnal of party, etc.:

This report covers a period of two weeks.

Progress on this section is very slow.

Harness & Colby are installing a second recrush and expect to have it in operation next week.

Days worked this period 12

Average daily output for period 92

Total output for period 1104

Best days run this period 128

Total yardage placed to date 12868

Total yardage yet to be placed- 6632.

(See back of this sheet for instructions and detailed information.)

Signed R. L. Kinney

Title Res. Engr

P/

Form No. 89—22292—6M—8-28

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 9.83 .....

Miles completed 672-50 to 1193-45 - 9.83 Base
859 to 927 1.3 - 4" Top
927 to 1157 4.4 - 2" Top

Miles partially done .....

Average daily yardage placed this week Period ..... 92 .....

Average daily yardage necessary to complete on time ..... Nov. 30. (Can't Complete

Contractor's average force for week ..... 20 ..... men,

..... 1 ..... teams, ... 4 ..... trucks

Percentage of total required yardage now in place ..... 69% of 18500 .....

Surfacing will be completed about .....

Number men in Engineering Party ..... See 18PG-2 Report .....

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18PG-2 Report ..... Percentage.....

Other jobs ..... Percentage.....

Other jobs ..... Percentage.....

Other jobs ..... Percentage.....

Form No. 89—22292—6M—8-28

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
R. A. K.

PR 83
Period

Date November 10., 1933

Job Name Jackson Co - Line - Hayden Creek. *Week from* Oct. 28, to Nov 11

Rocking *Mail Address* Kano, Oregon

Highway Ashland - Klamath Falls *Telegraph or Telephone Address* Hampshire Camp

County Klamath *Job Prefix* 18PP *Express and Freight Address* Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This report covers a period of two weeks.

Rocking progress on this section is very slow.

Rocking was closed down on Nov. 3 and 4 on account of breakdown of crusher, and quarry gang were employed putting on filler on West end of section.

Days worked this period	11
Average daily output for period	80
Total output for period	876
Best days run this period	112
Total yardage placed to date	10764
Total yardage placed to date	7736

(See back of this sheet for instructions and detailed information.)

Signed R. L. Kinney

Title Res. Engr.

P/

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

672-50 - 1193-45 - 9.83 Base

Miles completed 859 927 1.3 4" Top

927 1071 2.7 2" Top

Miles partially done .....

Average daily yardage placed this week Period 80

Average daily yardage necessary to complete on time → Nov. 30 Can't complete on time.

Contractor's average force for week Period 26 *men,*

1 *teams,* 3 *trucks*

Percentage of total required yardage now in place 58% of 18500

Surfacing will be completed about .....

Number men in Engineering Party See 18PG Report

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18PG Report ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. R. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

PR#85

Klamath Falls, Ore.,
Nov. 5, 1923.

NOTED
R.A.K.

REFERRED TO
Pavement
K.K.

RECEIVED
NOV 7 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Yours of October 29th., file P. R. 85, enclosing copy of letter from Bureau of Public Roads, relative to change in size of top course material, Jackson County Line - Hayden Creek Section is noted.

This matter was taken up with contractor several days before receipt of your letter, at which time he refused to consider the proposed change at what was considered a reasonable figure. I then gave instructions that the top course be laid in two lifts, which procedure was agreeable to the contractor and is now being employed. This method should allow completion this fall of the first lift of top course and it is thought that with moisture and winter traffic it will seal up in splended shape. This will leave a two inch lift to be applied in the spring.

Since receiving your letter, I again negotiated with contractor who agreed to install the extra crusher and later quote us a price for a 2" spread of 3/4 inch top based on cost of production. Contractor was fearful that his available power would not handle the three crushers. I told him we would furnish additional power if this proved to be the controling factor.

I believe with the altered plant that contractor can produce 3/4" stone at a reasonable cost and I will have him submit a price when he gets going.

Respectfully,

O. C. Kelley.
Division Engineer

CCK:RW
cc Bureau of Public Roads

October 29, 1928

P R 85

Mr. C. C. Kelley,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

Please find attached copy of letter from the Bureau of Public Roads dated October 24th, relating to the Jackson County Line-Hayden Creek Section.

During your absence Mr. Scott took up the matter of crushing to 3/4 inch size with the contractor but the price that they demanded was so unreasonable that it was considered inadvisable to negotiate further. However, in view of present conditions as outlined in Mr. Purcell's letter, perhaps they would now be inclined to submit a more reasonable price. Would be pleased to have you take the matter up with the contractor again with that in view and report back at your early convenience.

Very truly yours,

State Highway Engineer.

RAX:LM
Encl.

cc. S. H. Probert, Office

November 2nd, 1925.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of October 26th, requesting that further effort be made to secure a change in the specifications for the surfacing being constructed on the Jackson County Line - Hayden Creek Section of the Ashland-Klamath Falls Highway, reducing the size of top course material from one inch to three-quarters inch.

We have written to our Division Engineer, Mr. C. C. Kelley, instructing him to take this matter up with the contractor, to see what arrangements, if any, can be made. We will advise you further as soon as we have Mr. Kelley's report.

Kelley sent a copy of his reply to the Bureau

Very truly yours.

ROY A. KLEIN
State Highway Engineer.

By

Office Engineer.

SHP:TW

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

October 26, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

An inspection has just been made of Oregon 85, Jackson County Line, Hayden Creek Section.

The base course has set up fairly well, but the top now being placed is deficient in fines. Some time ago we wrote you regarding the possibility of securing 3/4" crusher run for the top instead of 1", but at that time you advised that the contractor would not make a figure for the fine material. Recently some defect was discovered in the 8x32 crusher used for recrush, and the equipment people installed another 8x32 leaving the old one on the job.

We are informed that with some minor repairs the old 8x32 could be placed in commission, giving the contractor two crushers for recrush work. Under these changed conditions the contractor should be willing to crush the finer material for a reasonable added compensation, and we believe that some added expenditure will be well warranted by the better work which will result, and we will be glad to recommend increased Federal aid upon added cost.

We would, therefore, suggest that you take the matter up again and see if some deal cannot be made. With the extremely hard and tough rock being used, we are inclined to doubt whether a first class job can be had with the 1" top.

Very truly yours,

C. H. Purcell
District Engineer.

Receipt acknowledged

E 985

Letter to
Bureau of Public Rds.
dtd 8-23-23
1 encl. - sketch on
Proj 85, filed re
Proj 59

Form No. 23—22223—4M—8-23

OREGON STATE HIGHWAY DEPARTMENT

PR85

FIELD ENGINEER'S WEEKLY REPORT

Job Name Jackson Co. - Line-Hayden Creek.
Rocking
Highway Ashland - Klamath Falls
County Klamath Job Prefix 18PR

Period Date October 29, 1923
Week-from October 14 to Oct. 20.
Mail Address Kano, Oregon
Telegraph or Telephone Address Hampshire Camp
Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This Report covers a period of two weeks.
Rocking progress on this section is very slow. C. C. Kelley was over the line on October 24th and instructed that top course on this section be laid in two courses. Complying with these instructions a 2" top course was started at station 927 and is being laid in this manner East toward Hayden Creek.

Days worked rocking this period	13
Average daily output for period	91
Total output for period	1184
Best days run this period	116
Total yardage placed to date.	9888
Total yardage yet to be placed	8612

RECEIVED
NOV 5 1923

NOTED
C. H. WELLS

(See back of this sheet for instructions and detailed information.)

Signed R. L. Kunzel
Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,
..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed (672-50 - 1193-45) 9.83 Base
(859-00 - 927) 1.3 4" Top

Miles partially done 927-00 - 968) .78 2" Top

Average daily yardage placed this week Period 91

Average daily yardage necessary to complete on time - Can't complete this season.

Contractor's average force for week Period 26 men,
1 teams, 2 trucks

Percentage of total required yardage now in place 54% of 18500

Surfacing will be completed about .....

Number men in Engineering Party See 18PC Report

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,
..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18PC Report ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

P.V. 85

Letter to
Bureau of Public Roads
of 7-18-23
enclosing 4 copies of
V.A. voucher No. Pay. #85
filed against P.V. #84

October 31, 1925.

Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

File - FRA

Gentlemen:

We are enclosing herewith four copies of Voucher on the Jackson County Line - Hayden Creek Section, Project No. 85, in the amount of $4,663.20.

Yours very truly,

ROY A. KLEIN
State Highway Engineer.

By

Office Engineer.

(Dict. by J. W. DeSouza / TW)

Enclosure.

October 23, 1928

P R 85

Mr. C. C. Kelley,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

Please find attached copy of letter from the Bureau of Public Roads dated October 26th, relating to the Jackson County Line-Keyion Creek Section.

During your absence Mr. Scott took up the matter of crushing to 3/4 inch size with the contractor but the price that they demanded was so unreasonable that it was considered inadvisable to negotiate further. However, in view of present conditions as outlined in Mr. Purcell's letter, perhaps they would now be inclined to submit a more reasonable price. Would be pleased to have you take the matter up with the contractor again with that in view and report back at your early convenience.

Very truly yours,

State Highway Engineer.

RAK:LM
Encl.

cc. S. H. Probert, Office.

Form No. 39—22252—4M—8-23

ORE[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

PIR 85

Date Oct. 13, 1923

Job Name Jackson Co. Line - Hayden Creek. *Period Work from* Sept. 30 *to* Oct. 14

Rocking *Mail Address* Reno

Highway Ashland - Klamath Falls *Telegraph or Telephone Address* Hampshire Camp

County Klamath *Job Prefix* 18PF *Express and Freight Address* Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This report covers a period of two weeks.

Crusher was closed down two days this period on account of rain.

Base course was completed on October 9th and top course started October 11th.

Top course will start at plant and be laid East toward Hayden Creek.

Schell and McKy should finish surfacing on their contract about Oct. 31st and have left a 3½ mile stretch between the Jackson Co. Line and Harness and Colby's crusher plant. If weather conditions are favorable and satisfactory arrangements can be made Schell and McKy will finish the top on this 3½ mile section for Harness and Colby.

State forces are operating one sprinkling truck on this section.

(See back of this sheet for instructions and detailed information.)

Signed R. J. Rumsey

Title Res. Engr

Form No. 39—22292—6M—8-28

ORE[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,
..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed ..... 9.83 Base

Miles partially done 9.83

Average daily yardage placed this ~~week~~ Period 98

Average daily yardage necessary to complete on time 240

Contractor's average force for ~~week~~ Period ..... 34 ..... men,
..... 1 ..... teams, ... 4 ..... trucks

Percentage of total required yardage now in place ..... 47% of 18500

Surfacing will be completed about .....

Number men in Engineering Party ..... See 18PG Report

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,
..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ~~See 18PG Report~~ ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 33—22291—6M—8-28

ORI[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

PR 85

Date Sept 30. , 1928

Job Name Jackson Co. Line - Haydon Creek

Rocking

Highway Ashland - Klamath Falls

County Klamath *Job Prefix* 18PF

Period

Week from Sept 15 *to* Sept 29

Mail Address Keno

Telegraph or Telephone Address Hampshire Camp

Express and Freight Address KlamathFalls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

NOTE

This report covers period of two weeks.

NOTED
V.A.K.

Harness and Colby have been working steadily this period, but progress is slow. There is 1 mile of base yet to place. Base will be completed by Oct. 7th.

State forces are operating two sprinkling trucks on this section.

OCT 3 1928

(See back of this sheet for instructions and detailed information.)

Signed R. L. Kinney

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done 9.0

Average daily yardage placed this ~~week~~ Period 103

Average daily yardage necessary to complete on time 190

Contractor's average force for ~~week~~ Period 30 men,

1 teams, 4 trucks

Percentage of total required yardage now in place 47% of 18500

Surfacing will be completed about .....

Number men in Engineering Party See 18PG Report

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18PG Report ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

PR 85

Letter to C. H. Purcell

of September 22, 1923

encl. vouchers on PR 85

filed vs PR 84

Form No. 39—13192—6M—8-28

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 18, 1928

Job Name Jackson County Line - Hayden Creek Rocking PR 15

Week from Sept. 9 to Sept. 15

Mail Address Keno, Oregon

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Klamath Job Prefix 18PT

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Harnass and Colby have worked steadily all week, but progress is very slow. There remains about 2 miles of base yet to place. At present rate of progress the base course on this section should be completed by Oct. 1

Days worked rocking this week	6
Average daily output for week	105
Best days run this week	136
Total output for week	628
Total yardage placed to date	6432

The state has two sprinkling trucks sprinkling on this section this week.

(See back of this sheet for instructions and detailed information.)

Signed R. L. Kenney

Title Res. Engr.

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,
..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 9.83 .....

Miles completed .....

Miles partially done ..... 8.0 .....

Average daily yardage placed this week ..... 105 (6 Days work) .....

Average daily yardage necessary to complete on time ..... 190 .....

Contractor's average force for week ..... 31 ..... men,
..... 1 ..... teams, ... 4 ..... trucks

Percentage of total required yardage now in place ..... 35% of 18500 .....

Surfacing will be completed about .....

Number men in Engineering Party See 18PG Report .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,
..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18PG Report ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 6 1923, *192*....

Job Name Jackson County Line to Hayden Creek.

Rocking PR-85

Highway Ashland- Klmamth Falls

County Klamath *Job Prefix* 18 PT

Week from Aug 25 *to* Sept 1

Mail Address Keno

Telegraph or Telephone Address Hampshire Camp.

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Macadam Report closes for week ending Aug 31.

Contractors force this week consists of 29men and one team. No lost time this week.

but progress is not staisfactory.

Days worked rocking this week	6
Average daily output this week	117
Total output for week	700
Best days run this week	140 Thursday night.
Total yards placed to date	5228
Total yardage yet to be placed	13272

State truck 628 is hauling water from Jenny Creek for sprinkling on this section.

NOTED
R A K

SEP 17 1923

Signed R. L. Kinney

Title Res. Engr

(See back of this sheet for instructions and detailed information.)

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done 7 base only

Average daily yardage placed this week 117

Average daily yardage necessary to complete on time 180

Contractor's average force for week 29 men,

1 teams, 2 trucks

Percentage of total required yardage now in place 28% of 18500

Surfacing will be completed about .....

Number men in Engineering Party See 18PG report

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT.

FIELD ENGINEER'S WEEKLY REPORT

PCR 15

Date Sept 9 1923, *192*

Job Name Jackson County line to Hayden Creek — *Week from* Sept 1 *to* Sept 8

Crusher rock — *Mail Address* Keno

Highway Ashland- Klamath Falls — *Telegraph or Telephone Address* Hampshire Camp

County Klamath *Job Prefix* 18PF — *Express and Freight Address* Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Macadam report closes Friday Sept 7.

Contractor's force this week consists of 31 men and 2 teams.

No lost time this week. Progress not satisfactory.

Days worked rocking this week	7
Average daily output this week	100
Total output this week	704
Best days run this week	156
Total yards placed to date	5804
Total yardage yet to be placed	12696

(See back of this sheet for instructions and detailed information.)

Signed R. L. Kinney

Title Resident Engineer.

GRADING CONSTR[illegible]

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done 7

Average daily yardage placed this week 100(7 days work)

Average daily yardage necessary to complete on time 180

Contractor's average force for week 31 *men,*

2 *teams,* 3 *trucks*

Percentage of total required yardage now in place 31% of 18500

Surfacing will be completed about .....

Number men in Engineering Party See 10 23.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

August 15, 1923.

FR 85 & 86

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

File

Dear Sir:

Replying to yours of July 31, regarding the substitution of 3/4" inch crusher run material for the present top course specification of 1 inch on Oregon projects Nos. 85 and 86, Hayden Creek to Keene Creek of the Ashland-Klamath Falls Highway, wish to advise that we have had this matter under consideration and in view of the hardness of the rock, it is believed that this change would be desirable from all standpoints.

This work, as you know, is divided into two contracts, the westerly section in Jackson County having been let to Schell & McKy. These contractors have been making fair progress and are handling the work to good advantage, and we probably could negotiate a satisfactory price with them for the change from 1 " to 3/4".

The easterly project in Klamath County is under contract to Harness & Colby, who have a very hard operating proposition, and it is our understanding that they have suffered a very considerable loss in their operations thus far, and also they are away behind schedule. It will probably be difficult to negotiate a satisfactory price with them for the 3/4" material, as they will probably try to load up some of their losses on account of this change. It also might involve us in some difficulty with the bonding company. There is no particular hurry, however, on this project, as it will take practically all of the present working season to complete the base course.

Both of these projects are cooperative projects with the counties, and the county funds are necessarily limited and they are basing their available funds on the contract prices, so we have to be very careful about overruns on these jobs, which, of course, the increased price for 3/4" material will make.

Will advise you of the result of our negotiations in the near future.

Very truly yours,

State Highway Engineer.

RAK:HI

Please attach carbon of letter of Aug 2nd

Ck.

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

COMMISSION

Klamath Falls, Ore.,
Aug. 6, 1923.

RECEIVED
1923

Dear Sir:-

Yours of August 2nd, regarding change in specifications for top course surfacing, Haydon Creek to Keene Creek, Federal Aid Project No. 85, is noted.

Shell & Mackey have the westerly end of the project. They have installed a good plant adapted to crushing fine material and should be able to give us a f figure for 3/4" top not greatly in excess of their price for 1" top. Stone from this plant will make a fair road using 1" top but it would be desirable to use the 3/4" material if a suitable price could be had.

Harnes & Colby have the easterly portion of the project. They have a hard operating proposition and are not equipped to crush fine stone. However, I think the change should be made and that we are justified in paying them for the increase cost whatever it may be.

I have realized all along that this section of the project should be changed to 3/4" top but have been reluctent to negotiate with the contractor due to the fact that he has had many delays and unsatisfactory output. He has now arranged to install some oversize boxing and shafting and should be able to get a better output. When his remodled plant is in operation will negotiate for change in size of top course material. There is no hurry, however, as it will take practically all of this working season to complete base course.

Very respectfully,

C. C. Keeley
Division Engineer.

2M-9-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. SEVAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.,
Aug. 6, 1923.

Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

RECEIVED
AUG 8 1923

Dear Sir:-

Yours of August 2nd, regarding change in specifications for top course surfacing, Haydon Creek to Keene Creek, Federal Aid Project No. 85, is noted.

Shell & Mackey have the westerly end of the project. They have installed a good plant adapted to crushing fine material and should be able to give us a f figure for 3/4" top not greatly in excess of their price for 1" top. Stone from this plant will make a fair road using 1" top but it would be desirable to use the 3/4" material if a suitable price could be had.

Harnes & Colby have the easterly portion of the project. They have a hard operating proposition and are not equipped to crush fine stone. However, I think the change should be made and that we are justified in paying them for the increase cost whatever it may be.

I have realized all along that this section of the project should be changed to 3/4" top but have been reluctent to negotiate with the contractor due to the fact that he has had many delays and unsatisfactory output. He has now arranged to install some oversize boxing and shafting and should be able to get a better output. When his remodled plant is in operation will negotiate for change in size of top course material. There is no hurry, however, as it will take practically all of this working season to complete base course.

Very respectfully,

C. C. Keeley
Division Engineer.

August 8, 1923

Mr. C. C. Kelley,
Division Engineer,
Klamath Falls, Oregon.

PRT 9

Dear Sir:

Please see the attached copy of letter from the Bureau of Public Roads requesting the change in specifications on cooperative project No. 85, Hayden Creek-Keene Creek Section of the Ashland-Klamath Falls Highway, from 1 inch maximum crusher run top to 3/4 inch crusher run top. Would be pleased to have your recommendation in the matter and in order to consider the costs of making this change, please make an inquiry from Harness & Colby, the contractors, as to the price for which they will furnish the 3/4 inch material.

It occurs to me that in view of the fact that they are losing money on their present unit price bid, that they would probably put on a price for 3/4 inch material which would compensate them for their present losses as well as a considerable increase on account of the smaller size.

Very truly yours,

State Highway Engineer.

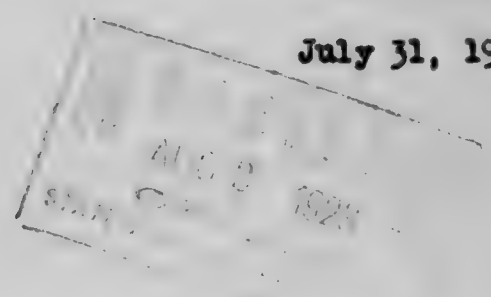
PAK:LM
1 Encl.

A change of this kind will give the Harwood & Colby outfit a chance unload onto the State the loss which they now face under their present contract. [illegible]

ES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

July 31, 1923.



has just been made of Oregon projects Nos. 55
Keene Creek of Ashland-Klamath Falls Highway).

at the stone available for use in surfacing
ry hard, and suitable binder material is not
cations for this surfacing provide for 1"
believe in view of the hardness of the rock
nged to 3/4" crusher run. Some extra cost
we believe a much better surfacing will be
rial, we will be glad to recommend a revision
to cover reasonable added cost.

The matter was gone over in the field with your Division Engineer, and he expressed himself as favoring the change. The relatively small additional cost will, we believe, be returned in lowered maintenance costs as well as better service.

Please give this matter your attention.

Very truly yours,

O. H. Purdy

District Engineer.

3016

67

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

July 31, 1923.

AUG 2 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

An inspection has just been made of Oregon projects Nos. 85 and 86 (Hayden Creek to Keene Creek of Ashland-Klamath Falls Highway).

It is noted that the stone available for use in surfacing on these projects is very hard, and suitable binder material is not available. The specifications for this surfacing provide for 1" crusher run top, and we believe in view of the hardness of the rock that this should be changed to 3/4" crusher run. Some extra cost will be involved, but as we believe a much better surfacing will be had with the finer material, we will be glad to recommend a revision to cover reasonable added cost.

The matter was gone over in the field with your Division Engineer, and he expressed himself as favoring the change. The relatively small additional cost will, we believe, be returned in lowered maintenance costs as well as better service.

Please give this matter your attention.

Very truly yours,

O. H. Purcell

District Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 20, 1923

Job Name Jackson Co. Line - Hayden Creek. 7/85 *Week from* August 11 *to* August 18

Rocking *Mail Address* Keno

Highway Ashland - Klamath Falls *Telegraph or Telephone Address* Hampshire Camp

County Klamath *Job Prefix* 18FP *Express and Freight Address* Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Macadam reports close for week ending Friday August 17

Harness and Colby have been closed down since August 6th, repairing crusher. They resumed crushing rock again in August 13, and have been working steady the balance of the week.

Days worked this week	4½
Average daily output this week	105
Total output for week	472
Best days run this week	120
Total yardage placed to date	3780
Total yardage yet to be placed	14720

RECEIVED
AUG 30 1923

Signed R. L. Kinney

Title Res. Engr

(See back of this sheet for instructions and detailed information.)

Form No. 89.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....9.85....

Miles completed .....

Miles partially done ....5....

Average daily yardage placed this week ....105 (4½ days work)....

Average daily yardage necessary to complete on time ....180....

Contractor's average force for week ....30....men,

....1....teams, ...2....trucks

Percentage of total required yardage now in place ....21% of 18500....

Surfacing will be completed about .....

Number men in Engineering Party ....See 18PG Report....

SURVEYS

Total mileage at section to be surveyed .....7.....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....See 18PG Report.... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 10.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 20, 1923

Week from August 12 to August 19

Job Name Keene Cr. - Hayden Cr. Grade Widening

Mail Address Keno

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Jackson - Klamath Job Prefix 15CH 18CB

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Jackson County

Contractors force this week consists of 5 men and 2 teams.
Grade Widening on this section is about 95% completed/

Klamath County

No work on this section this week. Grade widening about
95% completed.

AUG 30 1923
STATE HIGHWAY COMMISSION

Signed R. L. Kinney

Title Res. Engr

(See back of this sheet for instructions and detailed information.)

Form No. 18.

Actual Grade Widening Required 11 Miles

GRADING CONSTRUCTION

Total miles of grading on project 12 Jackson 10 Klamath

Miles completed 10.2

Miles completed except finishing 0.5

Miles covered by contractor's forces 10

Miles cross-sectioned 11.0

Miles cross-sections completed and checked 10.0

Miles to be remeasured

Number men in Engineering Party See 18PG Report

Contractor's average force for week 5 men,

2 teams, steam shovels

Grading work will be completed about

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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RFP SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18PG Report Percentage

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 26, 1925

Week from August 19 to August 26

Job Name Keene Cr. - Hayden Cr. Grade Widening

Mail Address Keno

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Jackson - Klamath Job Prefix 15GW 16GB

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Jackson County

Contractors force this week consists of 6 men and 2 teams.

Grade Widening in this county is about 97% completed.

Klamath County

No work on this section this week. Grade Widening is about 95% completed. The sub-contractor on this section has left and I understand is not coming back. I presume John Hampshire will arrange with Harness and Colby, trucking contractors on this section, to complete the balance of the work.

RECEIVED
SEP 1 - 1925

Signed P. L. Kinney

Title Res. Engr

(See back of this sheet for instructions and detailed information.)

Form No. 89.

Actual Grade Widening required -- 11 Miles

GRADING CONSTRUCTION

Total miles of grading on project 12 Jackson 10 Klamath

Miles completed 10.5

Miles completed except finishing 0.5

Miles covered by contractor's forces 1.0

Miles cross-sectioned 11.0

Miles cross-sections completed and checked 10.0

Miles to be remeasured

Number men in Engineering Party See 18PG Report

Contractor's average force for week 6 *men,*

2 *teams,* *steam shovels*

Grading work will be completed about ————

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18PG Report *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 26, 1925

Job Name Jackson Co. Line - Hayden Creek Rocking

Week from August 18 *to* August 25

Mail Address Keno

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Klamath *Job Prefix* 18PF

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Macadam reports closed for week ending Friday August 24.

Contractors force this week consists of 30 men and 1 team.

The crusher has been working steadily all week, but progress is not satisfactory.

Days worked rocking this week	6
Average daily output for week	125
Total output for week	748
Best days run this week	160
Total yards placed to date	4528
Total yardage yet to be placed	13972

State has one truck hauling water from Jenny Creek, for sprinkling on this section.

RECEIVED
SEP 1 - 1925
OREGON
HIGHWAY DEPT.

(See back of this sheet for instructions and detailed information.)

Signed R. L. Kinney

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....9.83....

Miles completed .....

Miles partially done ....6.0....

Average daily yardage placed this week ....125 (6 Days Work)....

Average daily yardage necessary to complete on time 180.....

Contractor's average force for week ....30....men,

....1....teams, ...2....trucks

Percentage of total required yardage now in place ....25% of 18500....

Surfacing will be completed about .....

Number men in Engineering Party See 18PG Report

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18PG Report..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

August 30, 1923.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

PR 85

Dear Sir:

Herewith we are enclosing four copies of Voucher on the Jackson County Line-Hayden Creek Section, Oregon Project No. 85 in the amount of $3,352.26.

This is sent in correction of previous voucher which was in the amount of $3,298.53.

201

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

Dic by J. W. DeSousa

AP

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

August 24, 1923.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are herewith returning intermediate voucher #2, in the amount of $3,998.53, covering work performed on Oregon 85, Jackson County Line-Hayden Creek section of the Ashland-Klamath Falls Highway.

It is noted that 61% is used in figuring the Federal Aid prorata. In our letter of March 8, 1923, in reply to your letter of March 6th, the revised rate was figured at 58.8%.

It is requested that the attached voucher be corrected and re-submitted for payment.

Yours very truly,
C. H. PURCELL, District Engineer,

By _____
Acting

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 13, 1923

Job Name Jackson Co. Line - Hayden Cr. Rocking

Week from August 4 to August 11

Mail Address Keno

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Klamath Job Prefix 18PF

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Rock Reports end Friday.

NOTED
R.A.K

Harness and Colby crusher broke down August 6 and has been closed down for the balance of the week. They expect to start rocking again on August 13th. Force has been getting out rock for crusher and preparing subgrade.

Average daily output for week 37

Total output for week 224 (8 days work)

Best days run this week 132

Total yardage placed to date 3308

Total yards to be placed 15192

Progress is not satisfartory.

AUG 18 1923

Signed R. L. Kinney

Title Res. Engr

(See back of this sheet for instructions and detailed information.)

Form No. 19.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....9.83....

Miles completed .....

Miles partially done ....5....

Average daily yardage placed this week ....37....

Average daily yardage necessary to complete on time ....175....

Contractor's average force for week ....20....men,

.....teams, ...2....trucks

Percentage of total required yardage now in place ....18% of 18500....

Surfacing will be completed about .....

Number men in Engineering Party ....See 18PG Report....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....See 18PG Report.... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PVP-73

NOTED R.A.K.

Date ..... 192....

Job Name Jackson Co. Hwy-Hayden Creek - Redding

Highway Ashland-Klamath Falls

County Klamath Job Prefix 1[illegible]

Week from July 29 to Aug. 4

Mail Address Keno

Telegraph or Telephone Address Hampshire Camp

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

(Macadam Report closes for week ending Friday Aug. 3)

Harness and Colby have a force of 31 men working.

Prog[illegible] daily output.

Average daily output for week 76 yds.

Total output for week 456 "

Best days run this week 123

Total yardage placed to date 3084

Total yardage yet to be placed 15416

Repairs for sprinkling truck #628 arrived on Aug. 3.

and sprinkling was resumed on August 4.

RECEIVED AUG 13 1928

Signed R. L. Kinney

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done 5

Average daily yardage placed this week 76

Average daily yardage necessary to complete on time 170

Contractor's average force for week 29 *men,*

..... *teams,* 2 *trucks*

Percentage of total required yardage now in place 17% of 18500

Surfacing will be completed about ----------

Number men in Engineering Party See 18PG. Report

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18PG report. *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PR-Ja

Date July 30, 1923

Job Name Jackson Co Line- Hayden Creek
Rocking

Week from July 22 to July 29

Mail Address Keno

Highway Ashland-Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Klamath Job Prefix 18 PF

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Harness and Colby have a force of 29 men working. The crusher has been running steadily all week, but progress is not very satisfactory.

Sprinkling truck #628 broke down July 24, but by reducing loads to about 3/4 of a tank have been able to keep operating.

Average daily out put for week	119 yds
Total output for week	716 "
Best days run this week	144 "
Total yards places to date	2628 "
Total yardage yet to be placed	15872 "

OK

Signed R. L. Kinney

Title Res. Engr

(See back of this sheet for instructions and detailed information.)

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done 4

Average daily yardage placed this week 119

Average daily yardage necessary to complete on time 160

Contractor's average force for week ..... 29 .....men,

.....teams, ... 2 .....trucks

Percentage of total required yardage now in place ..... 14% of 18500

Surfacing will be completed about ..... November 30th

Number men in Engineering Party ..... See 18 PG Report

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18 PG Report *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 89.

PR-45

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
R.A.K.

Date July 24, 1923

Week from July 15 to July 22

Job Name Jackson Co. Line - Hayden Cr. Rocking

Mail Address Keno

Telegraph or Telephone Address Hampshire Camp

Highway Ashland - Klamath Falls

Express and Freight Address Klamath Falls

County Klamath Job Prefix 18PT

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Harness and Colby resumed crushing on the morning of July 16 but the quarry gang quit and they had to lay off for the balance of the day. They were also closed down on July 18 on account of crusher breaking down.

Two days lost time this week.

Average daily output for this week 63 yards.

Total output for week 380 yards.

Best days run this week 112 yards.

Total yardage placed to date 1860 yds.

Progress is not satisfactory.

Signed R. L. Kinney

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....9.83....

Miles completed .....

Miles partially done ....3....

Average daily yardage placed this week ....65....

Average daily yardage necessary to complete on time 160

Contractor's average force for week ....20....men,

.....teams, ...2....trucks

Percentage of total required yardage now in place ....10% of 18500....

Surfacing will be completed about ....Nov. 30....

Number men in Engineering Party ....See 18PG Report....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....See 18PG Report.... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED R.A.K.

95

Date July 16, 1923

Week from July 8 to July 15

Job Name Jackson Co. Line - Hayden Cr. Rocking

Mail Address Keno

Telegraph or Telephone Address Hampshire Camp

Highway Ashland - Klamath Falls

Express and Freight Address Klamath Falls

County Klamath Job Prefix 18PF

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Harness and Colby shot the coyote they have been putting in on July 8. They had bad luck with the shot and shot down there bunkers.

They have been busy the balance of the week erecting bunkers and block holeing the large boulders, to get them ready for the crusher.

They expect to be ready to start rocking again on July 16 and advise that they contemplate putting on a night and day shift in order to complete their contract within the time limit. This is essential if this section is completed this season.

RECEIVED
JUL 21 1923
OREGON
STATE HIGHWAY COMMISSION

Signed R. L. Kinney.

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 29.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done 2.0

Average daily yardage placed this week ..... None

Average daily yardage necessary to complete on time 160

Contractor's average force for week ..... 16 .....men,

.....teams, ... 2 (Idle) .....trucks

Percentage of total required yardage now in place ..... 8 1/2 % of 18500

Surfacing will be completed about ..... Nov. 30.

Number men in Engineering Party ..... See 18PG Report

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18PG Report ... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 33.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 9, 1923

Job Name Jackson Co. Line – Hayden Cr.

Week from July 1 to July 8

Mail Address Keno, Oregon

Highway Ashland – K. Falls

Telegraph or Telephone Address Hampshire Camp

County Klamath Job Prefix 18 PF

Express and Freight Address K. Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Harness & Colby worked one day this week with total output of 120 yds.

Force now consists of 24 men.

Many men are putting in a 30 foot coyote which will be ready to shoot in the near future.

Crusher men have been busy installing new bearings in crusher & reducer.

NOTED
CANCELLED

Signed R. L. Kinney

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done 2.0

Average daily yardage placed this week 20

Average daily yardage necessary to complete on time 150

Contractor's average force for week 24 men,

..... teams, 2 trucks

Percentage of total required yardage now in place 8½%

Surfacing will be completed about [illegible]

Number men in Engineering Party See 18 PG Report

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job on 18 PG Report *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 19.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 1, 1923

Job Name Keene Cr. - Hayden Cr. (Grade-Widening)

Week from June 24 to July 1

Mail Address Keno, Oregon

Highway Ashland - K. Falls

Telegraph or Telephone Address Hampton via Camp

County Jackson - Klamath Job Prefix 156H-186

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Jackson County.

L. S. Schell has a force of 3 men and 1 team widening this week.

Klamath County

Contractor's force on this section is comprised of 2 men & 1 team. Widening between Sta 1169 - 1193. @ Hayden Creek.

RECEIVED
JUL 5 1923
OREGON
STATE HIGHWAY COMMISSION

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JUL 12 1923
OREGON
STATE HIGHWAY COMMISSION

NOTED

Signed [signature]

Title [illegible]

(See back of this sheet for instructions and detailed information.)

Actual Wdg. Reqd - 11 miles

GRADING CONSTRUCTION

Total miles of grading on project 10" - Gravel 2 Pavt. 2

Miles completed 7.8

Miles completed except finishing

Miles covered by contractor's forces 3.2

Miles cross-sectioned 9.0

Miles cross-sections completed and checked 5.0

Miles to be remeasured

Number men in Engineering Party 18 - 2 cars

Contractor's average force for week 5 men,

2 teams, steam shovels

Grading work will be completed about Aug. 1st

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

PAVEMENT SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job on 18PG Report Percentage

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 1, 192..

Job Name Jackson Co.Line-Hayden Creek

Week from June 24 to July 1

Mail Address Keno

Highway Ashland-KlamathFalls

Telegraph or Telephone Address Hampshire Camp

County Klamath Job Prefix 16 PF

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Harness and Colby have a force of 20 men working. They have installed an 8x36 recrush(Universal), which has been in operation since June 25th.

The best days output this week was 136 yards, and indications are that the average daily output will not exceed this in an 8 hour shift, and it will be necessary to put on a 10 or 12 hour shift to complete the rocking on time. The crusher started on May 29th. and the total output to date has been 1430 yards. Total contract 18500.

The contractors are doing a good job, but the progress so far is not satisfactory.

One days lost time this week on account of breakdown of crusher.

RECEIVED
JUL 5 1923
STATE ... COMMISSION

NOTED
C. C. KELLY

Signed R. L. Kinyon

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done 2.0

Average daily yardage placed this week 90

Average daily yardage necessary to complete on time ..... 150 (based On 120 working days.

Contractor's average force for week ..... 20 *men,*

..... *teams,* ..... 3 *trucks*

Percentage of total required yardage now in place ..... 8% Of 18500

Surfacing will be completed about ..... NOv. 30th.

Number men in Engineering Party ..... See 18 PG. report

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... See 18 PG report *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

WILLIAM DUBY, SALEM, CHAIRMAN
H. S. [illegible] DUZER, PORTLAND
W. [illegible] MALONE, CORVALLIS

OREGON STATE HIGHWAY COMMISSION

June 30, 1925

Mr. R. L. Kinney,
Resident Engineer,
Pinehurst, Oregon.

Dear Sir:

Your letter of June 26th regarding the sprinkler for use on the Keene Creek-Hayden Creek Section, is noted.

Please be advised that there is a scarcity of sprinklers at this time. However, there has been one sent to Roy Nunn at Medford which will be in use only a week or ten days after which time it will be promptly forwarded to you at Pinehurst.

Very truly yours,

Division Engineer.

COK:EM

COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Keno, Oregon
June 26, 1923

RECEIVED
JUN 29 1923

Mr Roy A. Klein
State Highway Engineer
Salem, Oregon

(Attention C. C. Kelley)

Dear Sir;

On your recent trip over the line you advised that you would send another sprinkler for use in surfacing on the Keene Creek- Hayden Creek Section.

This has not yet arrived.

Yours Truly

R. L. Kinney

Resident Engineer

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
JUN 29 1923
OREGON
STATE HIGHWAY DEPT.

Date June 25, 1923.

NOTED
R. A. K.

Job Name Jackson Co. Line-Hayden Cr. Rocking

Highway Ashland - Klamath Falls

County Klamath Job Prefix 18 PF

Week from June 17 June 24

Mail Address Keno

Telegraph or Telephone Address Hampshire Camp

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Harness and Colby had a force of 24 men and 3 trucks working for the first three days of the week, but wednesday June 20 they laid off most of their force and closed down their plant to install an 8/3 Universal Recrush.

The recrush was installed on June 24 and rocking resumed on June 25.

They have let the quarry to a swede station gang of 12 men and with the recrush in operation should make considerable better progress from now on.

Weather has been rainy and unsettled all week.

Signed R. L. Kinney.

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.83

Miles completed .....

Miles completed except finishing 2.0

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done 2.0

Average daily yardage placed this week 30

Average daily yardage necessary to complete on time 150

Contractor's average force for week 12 *men,*

..... *teams,* 2 *trucks*

Percentage of total required yardage now in place % of total of 18500

Surfacing will be completed about Nov. 30

Number men in Engineering Party See 18 PG Report

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job See 18 PG Report *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 88.

PRJ 7 5

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 23, 1923

Job Name Jackson CO. Line-Hayden Cr.

Week from June 17 to June 24

Mail Address Keno, Oregon.

Highway Ashland-Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Klamath Job Prefix 18 PF

Express and Freight Address Klamath Falls.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Rocking.

Harness & Colby have a force of about 24 men and 2 trucks working. Progress has been fair this week. Weather has been unsettled all week.

That portion of the rock which was sprinkled shows a decided improvement over that not watered.

RECEIVED
JUN 26 1923
STATE HIGHWAY COMMISSION

Signed R. L. Kinney

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

DIVISION ENGINEER
ACTING CHIEF, BUREAU OF PUBLIC ROADS

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done 2.0

Average daily yardage placed this week 90

Average daily yardage necessary to complete on time 150

Contractor's average force for week 24 men,

.....teams, 3 trucks

Percentage of total required yardage now in place 8 %

Surfacing will be completed about Nov. 30

Number men in Engineering Party Shown on 18PG Report

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List jobs upon which you have worked this week with percentage of this week's time on each.

This job see 18 PG Report *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 19.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

no PHH95

Parking

Date June 10, 1923

Week from June 3 to June 10

Job Name Jackson County Fire - Hayden Co

Mail Address Keno Oregon

Highway Ashland - Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Klamath Job Prefix 185F

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Hayden & Corey have a force of 20 men & 1 Unit on operation. Operate a developing well & output for Stone for Stone Crusher. Fair weather all week.

RECEIVED
JUN 13 1923

Signed R L Kinney

Title Res Engr

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done 1.0

Average daily yardage placed this week 50.

Average daily yardage necessary to complete on time 150

Contractor's average force for week 20 men,

..... teams, 2 trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 88.

PRRS

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 17, 192...

Job Name Jackson Co. Line -Hayden Cr. Rocking

Week from June 10 *to* June 17

Mail Address Keno

Highway Ashland- Klamath Falls

Telegraph or Telephone Address Spencer Sta.

County Klamath *Job Prefix* 18PF

Express and Freight Address Klamath Falls.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Rocking

Harness and Colby have a force of 25 men and three trucks in operation.

Rockimg progress is still pretty slow as theyare just beginning to get started up in good shape. They expect to put on a 12 hour shift as soonas they can get enough men to operate the quarry, and I understand they have ordered a Simond disk. When this is installed the progress will be better.

Have instructed Davidson, rock inspector on the Schell contract, to send the sprinkler over for a day or so, and will water a short section on this work as an experiment. Will report later on the effect of traffic on this section in comparison with that not being watered.

(See back of this sheet for instructions and detailed information.)

Signed P. L. Kyser

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done 1.0

Average daily yardage placed this week 80

Average daily yardage necessary to complete on time 150

Contractor's average force for week 25 men,

1 teams, 3 trucks

Percentage of total required yardage now in place 5%

Surfacing will be completed about Nov. 30

Number men in Engineering Party Shown on Job 18 PG

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job Shown on Job 18 PG *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
MAY 30 1923
OREGON STATE HIGHWAY COMMISSION

Date May 28 1923

Job Name Keene Cr.,-Hayden Cr. Sec. (Grade-Widening)

Week from May 20 to May 27

Mail Address Keno, Oregon.

Highway Ashland-Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Jackson-Klamath Job Prefix 15GH-?

Express and Freight Address Keno

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Jackson County.

S.S. Schell has completed grade-widening from Jenny Cr. to Klamath CO. Line. Has a force of 14 men and 3 teams widening from Pinehurst towards Keene Cr.

Klamath County.

Contractor has a force of 6 men and 2 teams grade widening near Parker Station.

Jackson County-Rocking.

Schell expects to start rocking about May 29th. Has force of 8 men at crusher.

Klamath County-Rocking.

Harness & Colby started crushing May 21st. but burnt out main bearing and will not be able to crush before the last of the month. Have force of 12 men opening up quarry and working on plant.

Party has been running center line and setting macadam stakes. Also staking grade-widening.

J. E. Davidson started as rock inspector on May 21st and is stationed at Schell's.

Signed R. L. Kinney

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 89.

GRADING CONSTRUCTION

Total miles of grading on project 12 mi.-Jackson Co. 18 mi.-Klamath Co.

Miles completed 4

Miles completed except finishing

Miles covered by contractor's forces 2

Miles cross-sectioned 7

Miles cross-sections completed and checked 4

Miles to be remeasured

Number men in Engineering Party 18 PG Report

Contractor's average force for week 18 men,

4 teams, steam shovels

Grading work will be completed about June 30th.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job Shown on 18 PG. Percentage

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

Form No. 39.

PR# 85

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date June 2, 192 3

Job Name Keene Cr.-Hayden Cr. (Grade-widening)

Week from May 27 *to* June 3

Mail Address Keno, Ore., on.

Highway Ashland-Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Jackson-Klamath *Job Prefix* 15GH-?

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Jackson

Contractor has had a force of 14 men and 2 teams widening. There is about 3 miles of widening between Stations 130 and 300 yet to be done.

Klamath.

Contractor has a force of 4 men and 1 team widening on this section. There remains a little over one mile yet to be widened to complete widening to Hayden Creek.

(See back of this sheet for instructions and detailed information.)

Signed R. L. Kinney

Title Res. Engr.

JUL 1 1923

Form No. 39.

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

NOTED .....

Actual Widening -Reqd. 11 miles

GRADING CONSTR[illegible]N

Total miles of grading on project 12 mi. Jackson Co. 10 mi.-Klamath Co.

Miles completed 7

Miles completed except finishing .....

Miles covered by contractor's forces 4

Miles cross-sectioned 8

Miles cross-sections completed and checked 6

Miles to be remeasured .....

Number men in Engineering Party 18 PG Report

Contractor's average force for week ..... 18 men,

3 teams, ... steam shovels

Grading work will be completed about 15GH----? Kl.Co.--June 30

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job shown on 18 PG Report Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Form No. 39.

ORE[illegible]STATE HIGHWAY DEPARTME[illegible]

FIELD ENGINEER'S WEEKLY REPORT

NOTED
R.A.K.

PRR 45

Date May 22, 1933

Job Name Heene Cr - Hayden Cr Grade Widening

Week from May 13 to May 20

Highway Ashland - K-Falls

Mail Address Keno

County Jackson-Klamath Job Prefix 154-?

~~Telegraph~~ or Telephone Address Hampshire Camp

Express and Freight Address Keno

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Jackson County.

S. S. Schell has nearly completed all grade-widening from Jenny Cr - Klamath Co. Line. Expects to keep teams & a few men working between Heene Cr & Jenny Cr. Has a force of about 10 men & 2 teams.

Klamath County

Grade-widening near Parker Station is progressing fairly. Crew of 3 men & 2 teams working.

Jackson County - Rocking

Schell is still erecting crusher & has camp in operation. Seems to be delayed on a/c of poor transportation facilities. Expects to start crushing around May 28th

Klamath County - Rocking

Harness & Colby have crusher up & in workable condition. Will start rocking early next week.

Party on this job since Friday.

Signed R L Kinney

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project 1 mi- 15 6H

Miles completed 3

Miles completed except finishing .....

Miles covered by contractor's forces 3

Miles cross-sectioned 6

Miles cross-sections completed and checked 3

Miles to be remeasured .....

Number men in Engineering Party 18 P.G. Force

Contractor's average force for week 12 men,

4 teams, ... steam shovels

Grading work will be completed about June 30th

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job Shown ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* 8 Days

Other jobs ..... *Percentage* .....

U

Form No. 89.

ORI[illegible] STATE HIGHWAY DEPARTMI[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date June 2, 192 3

Job Name Jackson County Line-Hayden Cr. (Rocking)

Week from May 27 to June 3

Mail Address Keno, Oregon.

Highway Ashland-Klamath Falls

Telegraph or Telephone Address Hampshire Camp

County Klamath Job Prefix 18 PF

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Harness & Colby started to rock on May 29th and burned out main bearing. They started up again June 1st and placed rock on road between Stations 851 and 855 during that day. Closed down June 2nd to replace main bearing. Expect to be running early next week.

Force of 16 men developing quarry site, and fixing crusher.

Also preparing sub-grade.

[illegible]

JUL 7 192[illegible]

Signed R. L. Kinney

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

[illegible]

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 9.83

Miles completed .....

Miles partially done .....

Average daily yardage placed this week 8

Average daily yardage necessary to complete on time 150 (Based on 125 wkg. days)

Contractor's average force for week 16 *men,*

..... *teams,* 3 *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about Nov. 30th

Number men in Engineering Party 18 PG Report

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job shown on 18 PG Report *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

SPECIAL PROVISIONS

Keene Creek-Hayden Creek Section

NOTED
5
NOTED
R.A.K.

ALTERNATE PROPOSALS TO BE ACCEPTED

For the purposes of receiving bids, the section has been divided into two units as follows:

Unit No. 1 in Jackson County, extending from Keene Creek to the Jackson-Klamath County Line, and

Unit No. 2 in Klamath County, extending from the Jackson-Klamath County Line to a point near Hayden Creek.

Bids will be accepted contemplating the award of either or both units and the right is reserved to make such award or awards as may appear to be to the best interests of the State.

BROKEN STONE SURFACING

Preparation of Subgrade:

Before spreading the surfacing the contractor shall, by means of blades, graders, fresnoes, or other suitable equipment, shape up the roadbed, bringing same to uniform crown and grade, with a surface free from ruts, humps and depressions.

The subgrade shall be prepared only a short distance ahead of the surfacing operations, and after having once been prepared shall be maintained true to crown, grade and uniform surface.

In no event shall any surfacing materials be placed upon any section of the subgrade which is not, in the opinion of the Engineer, in a condition suitable and satisfactory for surfacing.

Width, Thickness and Number of Courses:

The surfacing shall have a top width of twelve (12) feet and shall be feathered to a width of sixteen (16) feet on the bottom. It shall be laid in two courses, with a combined depth of eight (8) inches, loose measure, the top course having a cross section area not less than fifty (50)

R. J. Wilson

per cent of the total cross section area of the surfacing at the same point. The top course shall entirely cover and overlap the bottom course, as indicated on the blue print section attached.

In cases where the subgrade conditions are such that the given width and thickness are not required, or are insufficient, the surfacing shall be constricted to such width and thickness as the engineer may direct.

Materials:

All broken stone shall be clean, hard, tough and durable, and shall be free from soft, thin, elongated or laminated pieces. The loss by abrasion when tested in the manner described in Bulletin No. 553 of the U. S. Department of Agriculture shall not exceed eight (8) per cent.

Materials to be Secured by the Contractor:

The contractor will be required to furnish and develop all quarry sites, pits or other sources of material, and all cost in connection therewith shall be understood to be included in the unit price bid for surfacing materials.

In the event that the contractor, after due and diligent effort, finds it impossible to secure surfacing materials from the sources enumerated above, or from such other sources of materials as the engineer may approve, without compliance to unreasonable restrictions or the peyment of exhorbitant royalties, the State Highway Commission, at the contractor's written request, will institute condemnation proceedings, or take such other steps as may seem advisable for the securing of materials from the particular source, or sources involved.

It is understood that the contractor will bear all expense of the condemnation proceedings, and all other expense to which the State Highway Commission may be put, and will pay such royalty costs or other consideration as the Court may award.

Sizes of Materials:

Materials for the base course shall pass a one and one-half (1½) inch circular opening, and shall be well graded from that size to dust.

Materials for the top course shall all pass a one (1) inch circular opening, and shall be well graded from that size to dust.

Means to Prevent Separation of Materials:

In the handling of materials the contractor shall use means which will prevent, as far as possible, a separation of the fine from the coarse materials. As far as possible materials in being transferred into stock piles, bins or vehicles shall be dropped vertically.

Hauling:

To assist in the compacting of surfacing materials, the contractor will be required, as far as practicable, to do his hauling over the surfacing as it is placed; to construct the surfacing beginning at the point of loading and working away from that point; and to construct the entire base course from any set up before beginning construction of the top course from that particular set up.

Rolling:

The contractor will be required to maintain a ten (10) ton power roller upon each of the two units, these rollers to be in continuous operation at all times during the preparation of the sub-grade and the construction and finishinf of the surfacing and shoulders. This roller shall be used on the subgrade, surfacing and shoulders as the Engineer may direct.

Dragging:

The contractor shall do such blading and dragging of both the base and top courses as may be necessary to bring them to a uniform grade and crown with a smooth and even surface and as may be necessary to maintain them free from ruts and true to the crown, grade and surface to which they are first constructed. They shall be so maintained until covered, or until all surfacing to be constructed under the contract is completed.

Finishing Shoulders and Cleaning Ditches:

After the surfacing has been placed and compacted, the earth shoulders shall be leveled down and the entire roadbed inclusive of ditches, trimmed up so as to provide a uniformly well drained cross section, as indicated on the plans.

All excess excavated materials and all loose stones and rock fragments that may be dragged to the surface, shall be deposited on the sides of embankments or otherwise disposed of to the satisfaction of the Engineer .

Measurement and Payment:

Payment for the construction of surfacing as above specified shall be made at the price bid per cubic yard for surfacing of the particular class involved. The quantity to be paid for shall be the number of cubic yards of surfacing materials furnished, delivered and incorporated in the work. Measurement shall be loose measure aboard trucks or other conveyances at the point of loading.

The unit price bid shall be understood to cover preparation of subgrade, the furnishing, screening, crushing, hauling, spreading and compacting of materials, the trimming of shoulders, the cleaning out of ditches, and all other work involved in the construction of the finished surfacing,at the grade and to the cross section indicated on the plans, and in accordance with these provisions.

Any sprinkling that may be required will be paid for as "Extra Work" or will be done by state forces. Filler will be paid for as specified hereinafter.

MAINTENANCE MATERIALS

Materials for maintenance shall conform in every respect to the specifications for the materials for the top course of the type of surfacing constructed over the particular section involved. They shall be placed in neat, well formed piles of 25 cubic yards each spaced at intervals of approximately one-quarter (¼) of one mile.

The particular points at which the piles shall be placed shall be designated by the Engineer.

Payment shall be made at the unit prices bid for materials for maintenance, of the particular class involved, and this price shall be understood to include the furnishing, screening, crushing, hauling, and oiling of materials, and the leveling or other preparation necessary for the sites upon which the materials are to be piled.

FILLER

Where the engineer so directs, there shall be added to and incorpora ted with the surfacing materials, a "filler" of sand, loam or other suitable material. Materials for this purpose shall be obtained from such sources as the Engineer may select, and shall be dry and finely pulverized.

The course of surfacing in connection with which the filler is to be used, shall, immediately before the application of the filler, be shaped up and brought to uniform crown, cross section and grade, free from all ruts and inequalities. The filler shall then be spread uniformly over the course of surfacing, the spreading to be done by hand from piles of filler material dumped at convenient intervals alongside the work. The quantity of fillar to be used shall be as the engineer may order.

In no case shall filler material be obtained from embankment shoulders, or slopes, and when filler material is obtained from within the right-of-way limits, the excavation therefor shall be left neatly trimmed and properly drained.

Filler shall be paid for at the price bid per cubic yard, loose measure, for that item. This price shall be understood to include and cover the excavation, hauling, and spreading of the filler material and the incorporation of same with the surfacing materials in accordance with these specifications; provided, however, that for such filler material as must be hauled more than five hundred (500) feet the contractor will be paid in addition to his bid price for filler a price for "filler-haul" of twenty-five (25) cents per cubic yard for each mile, or fraction thereof, of haul in excess of five hundred (500) feet.

When filler materials are obtained and hauled in such manner as to be not susceptible of accurate measurement, the quantity to be paid for shall be estimated by the engineer in such manner as appears to him to be most equitable.

6-10-22

PR 85

Letter to Bureau of Public Roads

of April 20, 1923

encl. copies of contract on PR 85

filed vs PR 57

PR 85

Letter from C. H. Purcell

of April 18, 1923

encl. plans for F. A. Project 85

filed vs PR 81

April 6, 1923

Mr. A. E. Harness,
Mr. S. E. Colby,
Roseburg, Oregon.

P.R. # 85

Dear Sirs:

I am handing you herewith copy of executed contract No. 627 which provides for 9.8 miles of broken stone surfacing on the Hayden Creek-Jackson County Line Section of the Ashland-Klamath Falls Highway.

Very truly yours,

State Highway Engineer.

MAK:EM

1 Encl.

April 6, 1923

P.R. # 85

County Court of Klamath County,
Klamath Falls, Oregon.

Gentlemen:

I am handing you herewith a certified copy of contract No. 627 between the State Highway Commission, Klamath County and Harness & Colby covering 9.8 miles of broken stone surfacing between Hayden Creek and the Jackson County Line on the Ashland-Klamath Falls Highway.

I am also enclosing a certified copy of contract No. 629 which covers the grading of the Keno-Klamath Falls Section of the Ashland-Klamath Falls Highway between the State Highway Commission, Klamath County and Dunn & Baker.

Very truly yours,

State Highway Engineer.

BAK:EK

2 Encls.

April 8, 1928.

~~10-28~~
18 PF

Griffith, Leiter & Allen,
Electric Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of voucher of the National Surety Company, drawn on the Guaranty Trust Company of New York, covering collection of bidder's bond on account of the failure of W. C. Stone to execute contract as per his bid of October 6, 1922 on Unit No. 2, Hayden Creek-Keene Creek Section of the Ashland-Klamath Falls Highway, in amount $2537.50.

Wish to thank you for the prompt and satisfactory manner in which you have handled this claim.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

RAW:HI

Credit Voucher

Miscellaneous Receipts

18PF - 566, $1,537.50

Note on Credit Voucher:— Collected on Bidders Bond account of failure of W.C. Stone to execute contract as per bid on Oct. 6, 1922.

18 PF

GRIFFITH, LEITER & ALLEN
ATTORNEYS AT LAW
ELECTRIC BUILDING
PORTLAND, OREGON

FRANKLIN T. GRIFFITH
R. A. LEITER
HARRISON ALLEN
CASSIUS R. PECK
BERT W. HENRY
A. G. BARRY

April 2, 1923.

RECEIVED
APR 3 1923
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem,
Oregon.

Attention Mr. Klein.

Re: W. C. Stone Bid-Bond #3,357.536
on contract for Ashland-
Klamath Falls Highway.

Dear Sirs,

18 PE-1

Enclosed please find voucher of the National Surety Company in full settlement of the liability of said surety company under the above bond, as embodied in your claim under said bond, of date March 9th, 1923.

Kindly acknowledge the receipt of the enclosed voucher as being in full settlement of the liability of the surety company under said bond.

Yours very truly,

GRIFFITH, LEITER & ALLEN

By Cassius R Peck

Paid by voucher check No 3691 dated 3/27/23
$25.37.50
4/3

CRP/S

I think you must have file data on this, as we are unable to uncover anything. You will receive letters. If you cannot locate we will have to [illegible]

DK.

.EN

RECEIVED
MAR 9 1923
OFFICE
STATE HIGHWAY COMMISSION

Oregon.

Attention Mr. Devers.

Re: W. C. Stone bid bond on Unit No. 2 of
Keene Creek - Hayden Creek Section of
Ashland - Klamath Falls Highway

Dear Sirs,

Your letter of the 3rd instant, advising that the National Surety Company is indebted to the State Highway Commission in the sum of $2537.50 by reason of the increased cost in re-submitting the above contract, is acknowledged. Please make out in duplicate an affidavit in proof of loss. This affidavit should be executed by the Secretary of the Commission, and should contain a description of the bond and contract and the facts with reference to the refusal of Mr. Stone to consummate the contract, as well as the facts with reference to re-advertising the contract and the amount of the bid thereon.

Upon receipt of such proof of loss, we will promptly forward it to the home office of the surety company with the request that payment be made in the amount which you indicate in your letter of the 3rd instant, to wit: $2537.50.

Yours very truly,

CRIFFITH, LEITER & ALLEN

By Cassius R. Peck

CRP/S

GRIFFITH, LEITER & ALLEN
ATTORNEYS AT LAW
ELECTRIC BUILDING
PORTLAND, OREGON

FRANKLIN T. GRIFFITH
R. A. LEITER
HARRISON ALLEN
CASSIUS R. PECK
BERT W. HENRY
A. G. BARRY

March 8, 1923.

MAR 9 1923
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem,
Oregon.

Attention Mr. Devers.

Re: W. C. Stone bid bond on Unit No. 2 of Keene Creek - Hayden Creek Section of Ashland - Klamath Falls Highway

Dear Sirs,

Your letter of the 3rd instant, advising that the National Surety Company is indebted to the State Highway Commission in the sum of $2537.50 by reason of the increased cost in re-submitting the above contract, is acknowledged. Please make out in duplicate an affidavit in proof of loss. This affidavit should be executed by the Secretary of the Commission, and should contain a description of the bond and contract and the facts with reference to the refusal of Mr. Stone to consummate the contract, as well as the facts with reference to re-advertising the contract and the amount of the bid thereon.

Upon receipt of such proof of loss, we will promptly forward it to the home office of the surety company with the request that payment be made in the amount which you indicate in your letter of the 3rd instant, to wit: $2537.50.

Yours very truly,

GRIFFITH, LEITER & ALLEN

By Cassius R. Peck

CRP/S

February 21, 1923

Memorandum.

J. H. Devers,
O f f i ce.

On October 6th the State Highway Commission took bids for surfacing Unit No. 2 of the Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway, this particular section extending from Hayden Creek to the Jackson-Klamath County Line in Klamath County.

The low bidder was W. C. Stone who furnished a good faith bond issued by the National Surety Company. Mr. Stone, after adequate notice from this Department, failed to execute the contract which was sent to him and the Commission readvertised the project at the February 7th meeting and received a bid from Harness & Colby of Roseburg at $62,675.00.

The original bid by Stone was for $65,110.00 but the quantities were reduced before the contract was sent to him so that the amount of the contract was $60,137.50, therefore comparing W. C. Stone's bid on the basis of $60,137.50 with the bid of Harness & Colby at $62,675.00 a difference of $2,537.50 is noted.

Your attention is called to the fact that the bond provides that the surety will pay the difference between the amount of said bid and the amount for which the state may contract with another party to perform the work if the latter be in excess of the former, but in no event to exceed the full 5% of the proposal. 5% of the original bid is $3,255.50 so that the difference between the bid is less than the full amount of the bid.

Would thank you to take the proper steps to secure this payment from the surety company so that the state may be reimbursed for the difference in the bids. A copy of the bond is attached, the original being on file.

R. A. K.

RAK:LM

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

December 30, 1922

National Surety Co.,
Yeon Bld'g.,
Portland, Ore.

Gentlemen:

At the request of the State Highway Commission I took up with Messrs. Stone and Obee the failure of said contractors to execute the contract and bond covering Unit No. 2 of the Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway and I received from F. P. Obee today a letter advising that he and Mr. Stone are unable to furnish the bond, and he suggests that the matter be taken up with the National Surety Company.

I find that the National Surety Company signed the bidders' bond which accompanied the bid submitted by Stone & Obee, by which bond the surety company agreed to become responsible for the default of the said bidders in the event that the contract was awarded to the said bidders and that they failed to execute the contract and bond.

The bidders are now in default and have failed to execute the necessary contract and bond, and it, therefore, becomes necessary for the State to look to the surety company to make good the default of the bidders, Stone & Obee.

Will you please let me have a letter from you at the earliest possible date with reference to this matter?

Yours very truly,

JMD:AAP

J. M. Devers
Assistant Attorney General.

RECEIVED
JAN 8 - 1923
LEGAL DEPARTMENT

This letter answered with letter of January 2nd.
1/2/23

March 9th, 1923.

PR #82

Griffith, Leiter & Allen,
Electric Building,
Portland, Oregon.

Attention Mr. Peck

Gentlemen:

This is to acknowledge your letter of the 8th, addressed to the State Highway Commission and directed to my attention in which you ask for an affidavit describing the contract which V. O. Stone failed to execute after being awarded the job on his bid by the Highway Commission.

I have prepared, and am attaching hereto, an affidavit made by Mr. Klein, Secretary of the Commission, which I believe reflects the facts and information called for in your letter.

Very truly yours,

Assistant Attorney General.

JMDsAP
Enclosure.

State of Oregon,)
) ss
County of Marion.)

I, Ray A. Klein, being first duly sworn, depose and say as follows:

That I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission, and as such have in my custody and control the records, papers, documents, contracts and other instruments and papers belonging to the files of said State Highway Commission, and that I am familiar with the various jobs submitted for bids and the contracts awarded by the Commission.

That on or about the [illegible] day of [illegible], 1922, the Highway Commission advertised for bids for the surfacing with broken stone of 9.83 miles of state highway in Klamath County, the same being on what is known as the Ashland-Klamath Falls Highway, extending from the Jackson-Klamath County Line at a point designated as highway Station 672 + 50 to Station 1193 + 44, near the Hayden Creek crossing.

That as a result of said call for bids, the Highway Commission received among other bids, a bid by W. C. Stone, which said bid by W. C. Stone was the lowest and best bid submitted and by reason of that fact he was awarded the contract by the said State Highway Commission for said highway construction.

That the said W. C. Stone accompanied the said bid with a bidder's bond executed by the said W. C. Stone as principal and the National Surety Company as surety, the condition of which said bond being that:-

> "If the aforesaid principal shall be awarded the contract, the said principal will within ten (10) days after the notice of such award enter into a contract and give bond for the faithful performance of the contract, then this obligation shall be null and void, otherwise the principal and surety will pay unto the obligee the different in money between the amount of the bid of the said principal and the amount for which the obligee may legally contract with another party to perform the work if the latter amount be in excess of the former; in no event shall the surety's liability exceed the penal sum hereof."

That thereafter a contract and bond were prepared and mailed to the said W. C. Stone for execution by himself and by F. P. Obee, who said W. C. Stone made known in his said bid was associated with him in the said work under a

partnership arrangement, but the said W. C. Stone and F. P. Obee, each have failed and refused to execute the said contract and bond and thereafter the State Highway Commission placed said matter in the hands of its attorney;

That the contract submitted to the said W. C. Stone and F. P. Obee is designated in the state highway records as Contract 603 and called for the surfacing with broken stone of 9.83 miles on the Ashland-Klamath Falls Highway in Klamath County from Station 672 + 50 to the Jackson-Klamath County Line, Station 1193 + 43 near Hayden Creek.

That on December 21, 1922, J. H. Devers, Assistant Attorney General and Attorney for the State Highway Commission, addressed a letter to W. C. Stone and F. P. Obee calling their attention to the fact that said job had been awarded to them as the result of their bid or the bid of W. C. Stone, and that a contract had been prepared and submitted for their execution, but that they had failed and neglected to execute the same, and further, in said letter notified the said parties as follows:

> "You are further advised that unless the said contract duly executed and accompanied by said bond as required by law, is delivered to the Commission promptly, you will be deemed to be in default and the State will seek to recover against you and your surety, the National Surety Company for the amount of your bond."

Thereafter, and in answer to said letter, the Attorney General' of the State of Oregon received a letter, bearing the signature of F. P. Obee and addressed to the Legal Department of the State of Oregon, in which was the following advice:

> "We acknowledge your letter of December 21st regarding the award of Unit No. 2 of Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway.
>
> "Since it has been necessary for the National Surety Company to take over the financing of our contracts on the Camas Mountain Section of the Coos Bay-Roseburg Highway, they are unwilling to furnish us with a contract bond on the Klamath County work."
>
> "We had hoped, with the cooperation of the Surety Company, to be able to sublet the work or in some way arrange for the execution of the contract. This we have not been able to do up to this time and it will, therefor, probably be necessary for you to take the matter up with the National Surety Company."

Thereafter on the day of , A. D. 1925 the State Highway Commission again re-advertised for bids upon said project and as a result of said call for competitive bids, the Highway Commission received, among other bids a bid by Harness and Colby, which said bid by Harness and Colby was found by the Highway Commission to be the lowest and best bid as a result of said second call and the said job was awarded to the said Harness and Colby and thereafter a contract and bond was executed by said Harness and Colby, with the State of Oregon which said contract is described and known in the State Highway Commission files and records as State Highway contract 627, for the surfacing with broken stone of 9.83 miles on the Ashland-Klamath Falls Highway in Klamath County, extending from the Jackson-Klamath County Line, being Station 672 + 50 to Station 1195 + 45 near the Hayden Creek Crossing, which said contract bears date March 1, 1925 and in which contract the contract price stated for the construction of said road is $62,675.00

That the contract price stated in the contract prepared in harmony with the bid made by W. C. Stone is $60,137.50, making a difference in the two contract prices of $2,537.50, which said sum is the difference between the amount of the bid of the said W. C. Stone and the amount which the state will be required to pay to the firm of Harness and Colby for the said highway construction work.

That by reason of the facts herein set forth, the State Highway Commission claims there is due the State from the said W. C. Stone, and, or from the National Surety Company the said sum of $2,537.50, claim for which said sum is at this time by this affidavit now made.

_____
Secretary

Subscribed and sworn to before me this 9th day of March, A.D.1925.

_____
Notary Public

My commission expires_____

158.B

P.R.9'

Keno, Oregon.
March 9, 1923.

Herbert Nunn,
State Highway Engineer.
Salem, Oregon.

(Attention A. S. Hall, Testing Engr.)

Dear Sir:-

I am sending you this day by express rock samples taken from a coyote being driven at the rock quarry site located approximately 1000' North of Station 460 on the Keene Cr.-Hayden Cr. Sec. of the Ashland-Klamath Falls Highway.

As my records are not available at the present time, I am unable to furnish the quarry site number, but believe that the above description will prove sufficient to identify.

Previous surface samples from this site have been sent you by Mr. Schell, Contractor, but I would like to have a report on the samples I am sending you as they more clearly indicate the character of the rock.

Yours truly,
R. L. Kelley
Resident Engineer.

cc. C. C. Kelley

RECEIVED
MAR 10 1923
STATE HIGHWAY

RECEIVED
MAR 9 1923
OREGON
STATE HIGHWAY COMMISSION

ISPB

P.R #85

Ashland, Oregon.
March 5, 1923.

Mr. John Hampshire,
Grants Pass, Oregon.

Dear Sir:-

Below is an estimate of the material required to lengthen culverts on the grade widening of the Keene Cr.- Hayden Cr. Sec. of the Ashland-Klamath Falls Highway.

4 pcs. 18" Corr. G. I. Pipe - 16' long
4 pcs. 18" " " " " - 14' "
4 18" Connecting Bands
4 18" Connecting "

Please arrange for the delivery of this material at your earliest convenience.

Yours truly,
R. L. Kinney
Resident Engineer.

cc. C.C. Kelley
L.T. Fussell

March 3rd, 1925

National Surety Company,
Corbett Building,
Portland, Oregon

Gentlemen: Re W. C. Stone

It appears that W. C. Stone was the low bidder on Unit 2 of the Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway, and as such low bidder was awarded the contract. It also appears that at the time he submitted his bid, he accompanied the same with a Good Faith Bond executed by the National Surety Company. It likewise appears that Mr. Stone failed and refused to execute the contract, although given every opportunity to so do, and the State Highway Commission was forced by reason of his said failure, to re-advertise the project and again call for bids to be received on February 7th at a regular meeting of the Highway Commission.

As a result of the said second call for bids, the job was awarded to Harness & Colby of Roseburg, at a price of $62,675.00.

The contract price for which Mr. Stone had agreed to do the work was $60,137.50. By reason of Mr. Stone's failure to execute the contract and furnish the contract bond, the State will and has sustained a loss in the sum of $2,537.50.

Since the National Surety Company signed the Good Faith Bond which accompanied Mr. Stone's bid under the terms of which the Surety Company was to make good any loss sustained by the State, and since the bidder failed to execute the contract and furnish the contract bond, and since the State has been required to sustain the said loss of $2,537.50, the bidder, Mr. Stone and his surety are now obligated to the State in the said amount.

I therefore request a warrant in the sum of $2,537.50 in favor of the State Highway Commission.

Very truly yours,

Assistant Attorney General.

JMD:LP

cc Mr. W. C. Stone,
1080 E. Couch St., Portland.

...TH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
K. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM February 21, 1923

Memorandum.

J. M. Devers,
O f f i ce.

On October 6th 1922 the State Highway Commission took bids for surfacing Unit No. 2 of the Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway, this particular section extending from Hayden Creek to the Jackson-Klamath County Line in Klamath County.

The low bidder was W. C. Stone who furnished a good faith bond issued by the National Surety Company. Mr. Stone, after adequate notice from this Department, failed to execute the contract which was sent to him and the Commission readvertised the project at the February 7th meeting and received a bid from Harness & Colby of Roseburg at $62,675.00.

The original bid by Stone was for $65,110.00 but the quantities were reduced before the contract was sent to him so that the amount of the contract was $60,137.50, therefore comparing W. C. Stone's bid on the basis of $60,137.50 with the bid of Harness & Colby at $62.675.00 a difference of $2,537.50 is noted.

Your attention is called to the fact that the bond provides that the surety will pay the difference between the amount of said bid and the amount for which the state may contract with another party to perform the work if the latter be in excess of the former, but in no event to exceed the full 5% of the proposal. 5% of the original bid is $3,255.50 so that the difference between the bid is less than the full amount of the bond.

Would thank you to take the proper steps to secure this payment from the surety company so that the state may be reimbursed for the difference in the bids. A copy of the bond is attached, the originnal being on file.

R. A. K.

RAK:LM

COPY

KNOW ALL MEN BY THESE PRESENTS, that we, W. C. Stone as principal, and the National Surety Company, a corporation under the laws of the State of New York, having its principal place of business at 115 Broadway, New York, N. Y., as surety, are held and firmly bound unto State of Oregon as obligee, in the penal sum of Five Percent (5%) of the amount of proposal Dollars, lawful money of the United States of America, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

SIGNED, sealed and dated this 6th day of October 1922.

WHEREAS, the said principal, is herewith submitting its proposal for the improvement of the Hayden Creek-Keene Creek Section of the Ashland-Klamath Falls Highway, Unit No. 2, Jackson and Klamath Counties, Oregon

THE CONDITION OF THE ABOVE OBLIGATION IS SUCH, that if the aforesaid principal shall be awarded the contract, the said principal will within ten (10) days after the notice of such award enter into a contract and give bond for the faithful performance of the contract, then this obligation shall be null and void, otherwise the principal and surety will pay unto the obligee the difference in money between the amount of the bid of the said principal and the amount for which the obligee may legally contract with another party to perform the work if the latter amount be in excess of the former; in no event shall the surety's liability exceed the penal sum hereof.

W. C. Stone

NATIONAL SURETY COMPANY
By Harrison Allen,
Resident Vice-President

(Seal)

G. E. Thatcher,
Res. Asst. Secretary.

Countersigned at Portland, Oregon
this 6th day of Oct. 1922
National Surety Company,
By G. E. Thatcher.

PRESIDENT

BOND MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

WORLDS LARGEST SURETY COMPANY

GRIFFITH, LEITER & ALLEN
GENERAL ATTORNEYS FOR OREGON
ELECTRIC BUILDING

PORTLAND, OREGON

January 2, 1923.

J. M. Devers, Esq.,
Assistant Attorney General,
Salem,
Oregon.

RECEIVED
JAN 3 - 1923
LEGAL DEPARTMENT

Dear Sir,

Your letters of the 21st ultimo, addressed to the National Surety Company and to W. C. Stone and F. P. Obee, and calling attention to the fact that the contractor and the National Surety Company were in default on the execution of the final contract for surfacing of Ashland - Klamath Falls Highway, in Klamath County, are at hand.

We have submitted your advices to the home office, asking for instructions in the premises. As soon as we are advised, we will make a definite reply to your letters.

Very truly yours,

GRIFFITH, LEITER & ALLEN

By James R. Beck

CRP/S

F. P. OBEE

W. C. STONE & CO.
GENERAL CONTRACTORS

Roseburg, Oregon. January 2nd 1923.

State of Oregon,
Legal Department,
Salem, Oregon.

RECEIVED
JAN 3 1923
LEGAL DEPARTMENT

Gentlemen:-

The action mentioned in your letter of December 30th, regarding the execution of contract and bond covering Unit No. 2 of the Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway, seems to be the only thing to do, and is what I meant to convey in my letter of the 26th.

We regret that circumstances make this action necessary, but believe that the National Surety Company would rather stand the loss on the proposal bond than take a chance on the contract bond knowing the present state of our finances.

Yours very truly,
F. P. Obee

Box 1046,
Roseburg, Oregon.

December 30, 1922

National Surety Co.,
Yeon Bld'g.,
Portland, Ore.

Gentlemen:

At the request of the State Highway Commission I took up with Messrs. Stone and Obee the failure of said contractors to execute the contract and bond covering Unit No. 2 of the Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway and I received from F. P. Obee today a letter advising that he and Mr. Stone are unable to furnish the bond, and he suggests that the matter be taken up with the National Surety Company.

I find that the National Surety Company signed the bidders' bond which accompanied the bid submitted by Stone & Obee, by which bond the surety company agreed to become responsible for the default of the said bidders in the event that the contract was awarded to the said bidders and that they failed to execute the contract and bond.

The bidders are now in default and have failed to execute the necessary contract and bond, and it, therefore, becomes necessary for the State to look to the surety company to make good the default of the bidders, Stone & Obee.

Will you please let me have a letter from you at the earliest possible date with reference to this matter?

Yours very truly,

JMD:AAP

Assistant Attorney General.

December 30, 1922

F. P. Obee,
Box 1046,
Roseburg, Ore.

Dear Sir:

I have before me your letter of the 26th written in reply to my letter concerning the execution of the contract and bond covering Unit No. 2 of the Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway.

I note in your letter the information that you are unable to procure a bond, and therefore, unable to complete the execution of the contract which was awarded to you and you now refer the Commission to the National Surety Company.

Am I to understand that your reference to the National Surety Company means that we are to take up with the surety company the matter of paying the amount of the bond as a result of your default in the execution of the contract awarded to you? This, of course, is the only course left open for the State as I view it.

Yours truly,

JMDtAAP

Assistant Attorney General.

F. P. OBEE

W. C. STONE & CO.
GENERAL CONTRACTORS

Camas Valley, Oregon. December 26th 1922.

Legal Department,
State of Oregon,
Salem, Oregon.

Gentlemen:-

We acknowledge your letter of December 21st regarding the award of Unit No.2 of Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway.

Since it has been necessary for the National Surety Company to take over the financing of our contracts on the Camas Mountain Section of the Coos Bay-Roseburg Highway, they are unwilling to furnish us with a contract bond on the Klamath County work.

We had hoped, with the cooperation of the Surety Company, to be able to sublet the work or in some way arrange for the execution of the contract. This we have not been able to do up to this time and it will, therefor, probably be necessary for you to take the matter up with the National Surety Company.

Yours very truly,

F. P. Obee

P.O.Box 1046,
Roseburg, Oregon.

RECEIVED
DEC 30 1922
LEGAL DEPARTMENT

December 21, 1922

National Surety Co.,
Corbett Bld'g.,
Portland, Oregon.

Gentlemen:

I have been asked to take up with the above Surety Company the matter of the default of failure on the part of Stone & Obee to execute the contract and furnish the bond in connection with the construction of 9.03 miles of surfacing on the Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway, being Unit No. 2 of said Section.

It appears that W. C. Stone and F. P. Obee as co-partners were the successful bidders on this job. Accompanying their bid was a bidders' bond furnished by the National Surety Company in 5% of the amount of the proposal or bid conditioned that if the said contractors were awarded the contract they would, within ten days after notice of such award, enter into such contract and give a bond for the faithful performance of the contract.

It appears also that a contract and form of bond was submitted to the said contractors but up to this time has not been executed nor returned to the Commission, and the default of the contractors to so execute the bond and contract is now being called to the attention of the bidders' surety with a request that the Commission be advised as to the attitude of the surety with reference to this default.

Yours very truly,

JMD:AAP

Assistant Attorney General.

Encl. 1

December 21, 1922

W. C. Stone and F. P. Chee,
1080 N. Couch St.,
Portland, Oregon.

Dear Sirs:

This is to advise you that as a copartnership you were the low bidders on the 9.80 miles of surfacing on Unit No. 2 of Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway in Klamath County and as such low bidders and as such copartnership you were awarded the contract.

You are further advised that the usual form of contract and bond were mailed to you for execution more than ten days ago but up to this date such contract has not been executed nor the bond furnished as required by the conditions of your bid and your bidders' bond which accompanied your bid.

You are further advised that unless the said contract duly executed and accompanied by a satisfactory bond, as required by law, is delivered to the Commission promptly you will be deemed to be in default and the State will seek to recover against you and your surety, the National Surety Company, for the amount of your bond.

Please give this matter prompt attention.

Yours very truly.

JHD:AAF

Assistant Attorney General.

December 5, 1922

National Surety Company,
c/o H. C. Leigh, Resident Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

We have not received back from you the signed copy of the contracts and bonds for the rock surfacing of the Hayden Creek-Jackson-Klamath County Line Section for which W. C. Stone was the low bidder.

It is our understanding that you were negotiating with another party to take over this contract and the most recent advice we received was that the contracts would be returned for the approval of the Commissioners at the last meeting which was November 21st. The next meeting of the Commission will be held on December 13th and if the signed contracts are not received by that date it will be my duty to bring the matter up before the Commission for disposition. It is absolutely necessary that the status of this contract be definitely decided at this time.

Very truly yours,

Secretary.

RAK:LM

HERBERT NUNN
STATE HIGHWAY ENGINEER

SECRETARY AND ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM November 2, 1922.

18-1

RECEIVED
JAN 11 1923
STATE HIGHWAY COMMISSION

County Court of Klamath County,
Klamath Falls, Oregon.

Gentlemen:

There are enclosed herewith and submitted for your approval four resolutions providing for county cooperation on the four projects which have been recently awarded in Klamath County, described as follows: Unit No. 1 of the Lamm's Mill-Fort Klamath Section of the Dalles-California Highway, consisting of 9.6 miles of grading and rock surfacing, contract No. 598; Unit No. 2 of the Lamm's Mill-Fort Klamath Section of the Dalles-California Highway, consisting of 9.5 miles of grading and rock surfacing, contract No. 599; Keno-Hayden Creek Section of the Ashland-Klamath Falls Highway, consisting of 12.12 miles of grading, contract No. 604; and Hayden Creek-Jackson County Line Section of the Ashland-Klamath Falls Highway, consisting of 9.83 miles of rock surfacing, contract No. 603.

It is requested that the County Court adopt the resolutions which are here submitted as a form, or a similar resolution which sets out the county's obligation on these projects and enter the same in the journal of the Court, sending us four signed copies of each to insert in the contracts, after which we will be pleased to return you one of the executed copies of each contract containing the signatures of the contractor, the county and the State Highway Commission for your files.

Very truly yours,

STATE HIGHWAY COMMISSION,

By Roy A. Klein
Secretary.

RAK:HI

The Resolutions were adopted and entered as prepared by you.

C.R.DeLap County Clerk

McCARGAR, BATES AND LIVELY

GENERAL INSURANCE AGENTS

300-309 YEON BUILDING

PORTLAND, OREGON

C.A. McCARGAR
PAUL C. BATES
K. V. LIVELY
W. E. PEARSON

March 1, 1923

PR# 85

RECEIVED
MAR 2 1923
STATE HIGHWAY COMMISSION

GENERAL AGENTS FOR

AETNA LIFE INSURANCE CO.
OF HARTFORD, CONN.
ACCIDENT AND HEALTH
COMPENSATION
LIABILITY
LIFE

AETNA CASUALTY & SURETY CO.
OF HARTFORD, CONN.
AUTOMOBILE
BURGLARY
FIDELITY AND SURETY
PLATE GLASS
SPRINKLER LEAKAGE

THE AUTOMOBILE INSURANCE CO.
OF HARTFORD, CONN.
AUTOMOBILE INSURANCE
PARCEL POST
MARINE
FIRE

CITY OF NEW YORK INSURANCE CO.
OF NEW YORK
AUTOMOBILE
FIRE

CENTURY INSURANCE CO., LTD.
OF EDINBURGH, SCOTLAND
FIRE

THE NATIONALE FIRE INSURANCE CO.
OF PARIS, FRANCE
FIRE

THE MARINE INSURANCE CO., LTD.
OF ENGLAND
AUTOMOBILE FIRE
MARINE

HARTFORD STEAM BOILER
INSPECTION & INSURANCE CO.
STEAM BOILERS
FLY WHEEL
ENGINE

Roy A. Klein, Secretary
Oregon State Highway Commission
Salem, Oregon

Re:- Harness & Colby--Contract No. 627

Dear Sir:

We are sending you under separate cover four contract agreements and bonds which have been executed for the above contractors.

After these have been approved, kindly send one copy to Harness & Colby, and one copy to us for our files.

Yours truly,

McCARGAR BATES & LIVELY

By May L. Little

MLL:HG

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

MAR 21 1923

Date March 18, 192...

Job Name Hayden Cr-Keno Section *Week from* March 11 *to* March 18

Mail Address Keno

Highway Ashland-Klamath Falls *Telegraph or Telephone Address* Keno

County Klamath *Job Prefix* 18 PG *Express and Freight Address* Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The conractor has a force of 8 men and 12 horses grading on this section. The snow is melting rapidly, and if the weather continues favorable we should be able to start up grading in pretty good shape by April 1.

I transferred H. G. Goeden, chainman, to Stebbins on Feb 6. He has returned, and started work for me on March 15. Party now consists of self and 2 men. One man is at Keene Cr. looking after the grade widening on the Keene Cr-Hayden Cr. section. This party has been cross-sectioning, running levels, and looking after other necessary field and office work.

Snow ranges from 6" to 18" from Spencer Station to Keno, with the exception of a few bare sopts where there is no trees, or side hills with Southern exposure. There is still about 3' of snow on Hayden and Spencer Mt. Two horse men came thru from Pinehurst to Spencer Station on March 16, and they are the first parties over this section since the deep snow closed down all traffic on Jan. 1. They report the snow ranges from 1' to 3' over this entire section.

The road is very bad between Spencer Station and Keno. Fine from Keno to Klamath Falls.

Grade widening report will be forwarded from the Keene Cr. camp.

Weather warm and pleasant nearly all week.

Signed L. L. Kruger

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 12.12

Miles completed

Miles completed except finishing 0.8

Miles covered by contractor's forces

Miles cross-sectioned 2.1

Miles cross-sections completed and checked 2.1

Miles to be remeasured

Number men in Engineering Party 2(This job 18PG)

Contractor's average force for week 8 *men,*

6 *teams,* *steam shovels*

Grading work will be completed about Oct. 31

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 18 PG *Percentage* 50

Other jobs 15 GH *Percentage* 50

Other jobs *Percentage*

Other jobs *Percentage*

file with 5-6

APF

PP 5-5

rn, depose and say as follows:

That I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission, and as such have in my custody and control the records, papers, documents, contracts and other instruments and papers belonging to the files of said State Highway Commission, and that I am familiar with the various jobs submitted for bids and the contracts awarded by the Commission.

That on or about the 6th day of Oct, 1922, the Highway Commission advertised for bids for the surfacing with broken stone of 9.83 miles of state highway in Klamath County, the same being on what is known as the Ashland-Klamath Falls Highway, extending from the Jackson-Klamath County Line at a point designated as highway Station 672 + 50 to Station 1193 + 44, near the Hayden Creek crossing.

That as a result of said call for bids, the Highway Commission received among other bids, a bid by W. C. Stone, which said bid by W. C. Stone was the lowest and best bid submitted and by reason of that fact he was awarded the contract by the said State Highway Commission for said highway construction.

That the said W. C. Stone accompanied the said bid with a bidder's bond

State of Oregon,)
) ss
County of Marion.)

I, Ray A. Klein, being first duly sworn, depose and say as follows:

That I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission, and as such have in my custody and control the records, papers, documents, contracts and other instruments and papers belonging to the files of said State Highway Commission, and that I am familiar with the various jobs submitted for bids and the contracts awarded by the Commission.

That on or about the 6th day of Oct , 1922, the Highway Commission advertised for bids for the surfacing with broken stone of 9.83 miles of state highway in Klamath County, the same being on what is known as the Ashland-Klamath Falls Highway, extending from the Jackson-Klamath County Line at a point designated as highway Station 672 + 50 to Station 1193 + 44, near the Hayden Creek crossing.

That as a result of said call for bids, the Highway Commission received among other bids, a bid by W. C. Stone, which said bid by W. C. Stone was the lowest and best bid submitted and by reason of that fact he was awarded the contract by the said State Highway Commission for said highway construction.

That the said W. C. Stone accompanied the said bid with a bidder's bond executed by the said W. C. Stone as principal and the National Surety Company as surety, the condition of which said bond being that:-

> "If the aforesaid principal shall be awarded the contract, the said principal will within ten (10) days after the notice of such award enter into a contract and give bond for the faithful performance of the contract, then this obligation shall be null and void, otherwise the principal and surety will pay unto the obligee the different in money between the amount of the bid of the said principal and the amount for which the obligee may legally contract with another party to perform the work if the latter amount be in excess of the former; in no event shall the surety's liability exceed the penal sum hereof."

That thereafter a contract and bond were prepared and mailed to the said W. C. Stone for execution by himself and by F. P. Obee, who said W. C. Stone made known in his said bid was associated with him in the said work under a

partnership arrangement, but the said W. C. Stone and F. P. Obee, each have failed and refused to execute the said contract and bond and thereafter the State Highway Commission placed said matter in the hands of its attorney;

That the contract submitted to the said W. C. Stone and F. P. Obee is designated in the state highway records as Contract 603 and called for the surfacing with broken stone of 9.83 miles on the Ashland-Klamath Falls Highway in Klamath County from Station 672 + 50 to the Jackson-Klamath County Line, Station 1193 + 43 near Hayden Creek.

That on December 21, 1922, J. H. Devers, Assistant Attorney General and Attorney for the State Highway Commission, addressed a letter to W. C. Stone and F. P. Obee calling their attention to the fact that said job had been awarded to them as the result of their bid or the bid of W. C. Stone, and that a contract had been prepared and submitted for their execution, but that they had failed and neglected to execute the same, and further, in said letter notified the said parties as follows:

> "You are further advised that unless the said contract duly executed and accompanied by said bond as required by law, is delivered to the Commission promptly, you will be deemed to be in default and the State will seek to recover against you and your surety, the National Surety Company for the amount of your bond."

Thereafter, and in answer to said letter, the Attorney General of the State of Oregon received a letter, bearing the signature of F. P. Obee and addressed to the Legal Department of the State of Oregon, in which was the following advice:

> "We acknowledge your letter of December 21st regarding the award of Unit No. 2 of Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway.
>
> "Since it has been necessary for the National Surety Company to take over the financing of our contracts on the Osmas Mountain Section of the Coos Bay-Roseburg Highway, they are unwilling to furnish us with a contract bond on the Klamath County work."
>
> "We had hoped, with the cooperation of the Surety Company, to be able to sublet the work or in some way arrange for the execution of the contract. This we have not been able to do up to this time and it will, therefor, probably be necessary for you to take the matter up with the National Surety Company."

Thereafter on the 6th day of Feb, A. D. 1923 the State Highway Commission again re-advertised for bids upon said project and as a result of said call for competitive bids, the Highway Commission received, among other bids a bid by Harness and Colby, which said bid by Harness and Colby was found by the Highway Commission to be the lowest and best bid as a result of said second call and the said job was awarded to the said Harness and Colby and thereafter a contract and bond was executed by said Harness and Colby, with the State of Oregon which said contract is described and known in the State Highway Commission files and records as State Highway contract 627, for the surfacing with broken stone of 9.83 miles on the Ashland-Klamath Falls Highway in Klamath County, extending from the Jackson-Klamath County Line, being Station 672 + 50 to Station 1193 + 45 near the Hayden Creek Crossing, which said contract bears date March 1, 1923 and in which contract the contract price stated for the construction of said road is $62,675.00

That the contract price stated in the contract prepared in harmony with the bid made by W. C. Stone is $60,137.50, making a difference in the two contract prices of $2,537.50, which said sum is the difference between the amount of the bid of the said W. C. Stone and the amount which the state will be required to pay to the firm of Harness and Colby for the said highway construction work.

That by reason of the facts herein set forth, the State Highway Commission claims there is due the State from the said W. C. Stone, and, or from the National Surety Company the said sum of $2,537.50, claim for which said sum is at this time by this affidavit now made.

_____
Secretary

Subscribed and sworn to before me this 9th day of March, A.D.1923.

_____
Notary Public

My commission expires_____

State of Oregon,)
) ss
County of Marion.)

I, Roy A. Klein, being first duly sworn, depose and say as follows:

That I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission, and as such have in my custody and control the records, papers, documents, contracts and other instruments and papers belonging to the files of said State Highway Commission, and that I am familiar with the various jobs submitted for bids and the contracts awarded by the Commission.

That on or about the ____ day of ____, 1922, the Highway Commission advertised for bids for the surfacing with broken stone of 9.83 miles of state highway in Klamath County, the same being on what is known as the Ashland-Klamath Falls Highway, extending from the Jackson-Klamath County Line at a point designated as highway Station 672 + 50 to Station 1193 + 44, near the Hayden Creek crossing.

That as a result of said call for bids, the Highway Commission received among other bids, a bid by W. C. Stone, which said bid by W. C. Stone was the lowest and best bid submitted and by reason of that fact he was awarded the contract by the said State Highway Commission for said highway construction.

That the said W. C. Stone accompanied the said bid with a bidder's bond executed by the said W. C. Stone as principal and the National Surety Company as surety, the condition of which said bond being that:-

> "If the aforesaid principal shall be awarded the contract, the said principal will within ten (10) days after the notice of such award enter into a contract and give bond for the faithful performance of the contract, then this obligation shall be null and void, otherwise the principal and surety will pay unto the obligee the different in money between the amount of the bid of the said principal and the amount for which the obligee may legally contract with another party to perform the work if the latter amount be in excess of the former; in no event shall the surety's liability exceed the penal sum hereof."

That thereafter a contract and bond were prepared and mailed to the said W. C. Stone for execution by himself and by F. P. Obee, who said W. C. Stone made known in his said bid was associated with him in the said work under a

partnership arrangement, but the said W. C. Stone and F. P. Obee, each have failed and refused to execute the said contract and bond and thereafter the State Highway Commission placed said matter in the hands of its attorney;

That the contract submitted to the said W. C. Stone and F. P. Obee is designated in the state highway records as Contract 603 and called for the surfacing with broken stone of 9.83 miles on the Ashland-Klamath Falls Highway in Klamath County from Station 672 + 50 to the Jackson-Klamath County Line, Station 1193 + 43 near Hayden Creek.

That on December 21, 1922, J. H. Devers, Assistant Attorney General and Attorney for the State Highway Commission, addressed a letter to W. C. Stone and F. P. Obee calling their attention to the fact that said job had been awarded to them as the result of their bid or the bid of W. C. Stone, and that a contract had been prepared and submitted for their execution, but that they had failed and neglected to execute the same, and further, in said letter notified the said parties as follows:

> "You are further advised that unless the said contract duly executed and accompanied by said bond as required by law, is delivered to the Commission promptly, you will be deemed to be in default and the State will seek to recover against you and your surety, the National Surety Company for the amount of your bond."

Thereafter, and in answer to said letter, the Attorney General of the State of Oregon received a letter, bearing the signature of F. P. Obee and addressed to the Legal Department of the State of Oregon, in which was the following advice:

> "We acknowledge your letter of December 21st regarding the award of Unit No. 2 of Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway.
>
> "Since it has been necessary for the National Surety Company to take over the financing of our contracts on the Camas Mountain Section of the Coos Bay-Roseburg Highway, they are unwilling to furnish us with a contract bond on the Klamath County work."
>
> "We had hoped, with the cooperation of the Surety Company, to be able to sublet the work or in some way arrange for the execution of the contract. This we have not been able to do up to this time and it will, therefor, probably be necessary for you to take the matter up with the National Surety Company."

Thereafter on the day of , A. D. 1923 the State Highway Commission again re-advertised for bids upon said project and as a result of said call for competitive bids, the Highway Commission received, among other bids a bid by Harness and Colby, which said bid by Harness and Colby was found by the Highway Commission to be the lowest and best bid as a result of said second call and the said job was awarded to the said Harness and Colby and thereafter a contract and bond was executed by said Harness and Colby, with the State of Oregon which said contract is described and known in the State Highway Commission files and records as State Highway contract 627, for the surfacing with broken stone of 9.83 miles on the Ashland-Klamath Falls Highway in Klamath County, extending from the Jackson-Klamath County Line, being Station 672 + 50 to Station 1193 + 45 near the Hayden Creek Crossing, which said contract bears date March 1, 1923 and in which contract the contract price stated for the construction of said road is $62,675.00

That the contract price stated in the contract prepared in harmony with the bid made by W. C. Stone is $60,137.50, making a difference in the two contract prices of $2,537.50, which said sum is the difference between the amount of the bid of the said W. C. Stone and the amount which the state will be required to pay to the firm of Harness and Colby for the said highway construction work.

That by reason of the facts herein set forth, the State Highway Commission claims there is due the State from the said W. C. Stone, and, or from the National Surety Company the said sum of $2,537.50, claim for which said sum is at this time by this affidavit now made.

_____
Secretary

Subscribed and sworn to before me this 9th day of March, A.D.1923.

_____
Notary Public

My commission expires_____

State of Oregon,)
) ss
County of Marion.)

I, Roy A. Klein, being first duly sworn, depose and say as follows:

That I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission, and as such have in my custody and control the records, papers, documents, contracts and other instruments and papers belonging to the files of said State Highway Commission, and that I am familiar with the various jobs submitted for bids and the contracts awarded by the Commission.

That on or about the day of , 1922, the Highway Commission advertised for bids for the surfacing with broken stone of 9.83 miles of state highway in Klamath County, the same being on what is known as the Ashland-Klamath Falls Highway, extending from the Jackson-Klamath County Line at a point designated as highway Station 672 + 50 to Station 1193 + 44, near the Hayden Creek crossing.

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That the said W. C. Stone accompanied the said bid with a bidder's bond executed by the said W. C. Stone as principal and the National Surety Company as surety, the condition of which said bond being that:-

> "If the aforesaid principal shall be awarded the contract, the said principal will within te) days after the notice of such award enter into a contr and give bond for the faithful performance of the contract, on this obligation shall be null and void, otherwise the principal and surety will pay unto the obligee the different in money between the amount of the bid of the said principal and the amount for which the obligee may legally contract with another party to perform the work if the latter amount be in excess of the former; in no event shall the surety's liability exceed the penal sum hereof."

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partnership arrangement, but the said W. C. Stone and F. P. Obee, each have failed and refused to execute the said contract and bond and thereafter the State Highway Commission placed said matter in the hands of its attorney;

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> "You are further advised that unless the said contract duly executed and accompanied by said bond as required by law, is delivered to the Commission promptly, you will be deemed to be in default and the State will seek to recover against you and your surety, the National Surety Company for the amount of your bond."

Thereafter, and in answer to said letter, the Attorney General of the State of Oregon received a letter, bearing the signature of F. P. Obee and addressed to the Legal Department of the State of Oregon, in which was the following advice:

> "We acknowledge your letter of December 21st regarding the award of Unit No. 2 of Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway.
>
> "Since it has been necessary for the National Surety Company to take over the financing of our contracts on the Camas Mountain Section of the Coos Bay-Roseburg Highway, they are unwilling to furnish us with a contract bond on the Klamath County work."
>
> "We had hoped, with the cooperation of the Surety Company, to be able to sublet the work or in some way arrange for the execution of the contract. This we have not been able to do up to this time and it will, therefor, probably be necessary for you to take the matter up with the National Surety Company."

Thereafter on the day of , A. D. 1923 the State Highway Commission again re-advertised for bids upon said project and as a result of said call for competitive bids, the Highway Commission received, among other bids a bid by Harness and Colby, which said bid by Harness and Colby was found by the Highway Commission to be the lowest and best bid as a result of said second call and the said job was awarded to the said Harness and Colby and thereafter a contract and bond was executed by said Harness and Colby, with the State of Oregon which said contract is described and known in the State Highway Commission files and records as State Highway contract 627, for the surfacing with broken stone of 9.83 miles on the Ashland-Klamath Falls Highway in Klamath County, extending from the Jackson-Klamath County Line, being Station 672 + 50 to Station 1193 + 45 near the Hayden Creek Crossing, which said contract bears date March 1, 1923 and in which contract the contract price stated for the construction of said road is $62,675.00

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That by reason of the facts herein set forth, the State Highway Commission claims there is due the State from the said W. C. Stone, and, or from the National Surety Company the said sum of $2,537.50, claim for which said sum is at this time by this affidavit now made.

_____
Secretary

Subscribed and sworn to before me this 9th day of March, A.D.1923.

_____
Notary Public

My commission expires_____

FORM 8A 20482-2000-2-23

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
[illegible] BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Marshfield, Ore.
April 2, 1923.
Box 151.

PR 85
18 PF

RECEIVED
APR 4 1923
ORE[illegible]
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Your letter of March 31, 1923 to Stone and Obee regarding extension of time limit etc. meets the approval of this office.

Very truly yours,

D. E. Chaney

WEC/L

Division Engineer.

Noted - J. Smet

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

March 9th, 1923.

PE - 85

Gentlemen:

We are today in receipt of your letter relative to method of handling vouchers on the Jackson County Line-Hayden Creek Section, Oregon Project #85.

In accordance with your letter, it would appear advisable to substitute revised estimate for the estimate now in force under the project agreement. For this reason, six copies of revised estimate are being sent you herewith.

Yours very truly,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

Dict. by J. W. DeSouza

KR

enc.

3.19
3.00
.75

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. [illegible]

JACKSON COUNTY LINE--HAYDEN CREEK SECTION OF THE ASHLAND-KLAMATH FALLS HIGHWAY IN KLAMATH COUNTY.

(Estimate to be substituted in project agreement. Based on revised contract prices)

Salem, Oregon, March 9, 1925.

17,500	Cu. Yds.	Broken Stone Surfacing	$ 3.38	3.19	$ 56,625.00
1,780	"	" Filler	.40	.75	700.00
				Sub-total----------	$ 59,325.00
				10% Engr. & Cont.	5,932.50
					$ 65,257.50

Length of project 9.85 miles

Cost per mile $ 6,626.60

State Funds available	$ 26,632.31
Federal Aid requested	38,625.19
	$ 65,257.50

Federal pro-rata share - 59.16341%

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

RECEIVED
MAR 9 1923
STATE

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

March 8, 1923.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Oregon 85, Jackson County Line-Hayden Creek Sec.

The suggestions contained in your letter of March 6, regarding Federal aid and vouchering on this project, are reasonable and meet with our full approval.

In vouchering show the actual contract prices under the new contract, but show a decreased per cent of Federal aid obtained by dividing amount of Federal aid shown in Project Agreement by total cost based on new bid prices. The revised rate, according to our figures, will be 58.8%. Please check this figure, and if correct use it in computing Federal aid on intermediate vouchers.

Very truly yours,

C. H. Purcell

District Engineer.

The Bureau of Public Roads,
Post Office Bldg.:
Portland, Oregon.

March 6th, 1923.

PR - 85

Gentlemen:

Reference is made to the Jackson County Line-Hayden Creek Section, Oregon project #85.

This project was advertised on October 6th, 1922, and an award was made to Stone & Obee. The contractors failed to execute the contract and were held accountable under their bond submitted with the proposal. This bond provided that in case of failure to execute the contract, the bidders assumed liability for the difference between their bid and the low bid received, in case the work was readvertised. The project was reawarded on February 7th, at a slightly higher price and Stone & Obee will be held responsible under their bond for the difference.

We realize that the Federal Government should benefit to their proportional share of this amount, but the project agreement has now been executed based upon the original contract prices. In order to avoid the necessity for a modification of the agreement, and later taking into consideration the Federal share of the forfeiture, we would suggest that the present estimate and agreement be allowed to stand, and Federal vouchers prepared upon the basis of the unit prices outlined therein. This method will eliminate the necessity of taking into consideration on these vouchers the amount recovered from Stone & Obee.

Please advise us of your opinions on this method.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

Dict. by J. W. DeSouza

ER

PRES

March 6, 1928

Mr. R. L. Kaney,
Resident Engineer,
Keno, Oregon.

Dear Sir:

Your letter of February 19th regarding cross sectioning for widening between Keene Creek and Jenny Creek, is noted.

The roadbed desired is 22 feet in fills and 18 feet exclusive of ditches in cuts, with extra width on curves to conform to standards.

The center line can be shifted to get a better balance of quantities, but the alignment as a whole should be preserved to the best standards possible within reasonable cost.

It would be preferable to refer cross section data to a revised center line tied to the original center line as it will be necessary upon completion of the work to submit a revised construction profile as a part of the final records.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

FORM 8A 19344-7800-6-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. D. YEON, PORTLAND
W. L. BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY
ASSISTANT ENGINEER

77' in fills
18' in cuts Exc
Standard was

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR&I

OREGON STATE HIGHWAY COMMISSION

SALEM

Keno, Oregon.
Feb. 19, 1923

RECEIVED
FEB 27 1923
OREGON
STATE LIBRARY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

(Attention of C.C. Kelley, Asst. Engr.)

Dear Sir:

With reference to the grade widening that will be required from Keene Creek to Jenny Creek on the Ashland-Klamath Falls Highway. I had intended to take this matter up with you personally, but inasmuch as I may not get to see you before the work starts, thot it well to advise you by letter of the condition that exists thruout this section.

The Keene Creek-Jenny Creek Section starts at about Station 25 and ends at station 437. I have the transit notes and cross-section plats covering this section. These plats show that a 20' roadbed in fills and cuts(including ditches) was used thruout, and that no provision was made for widening the roadbed on curves according to our standards. There are about 31 curves on this work that range from 12 to 56 degrees, and covering a distance of 9000'that should have been widened from 2 to 4' to conform with our standards. On the first mile, station 25 to 78, where the heavy work exists, there are 11 curves ranging from 12 tp 56 degrees, and covering a distance of 3000'.

This extra width that we will have to widen these curves, when the grade widening is performed, will increase the anticipated cost considerably. I note, however, that in some cases, the grade has been widened during construction, and an apparent attempt been made to conform with our standards regardless of the original cross-sections. As the work was not remeasured there is no record of these cases, and the cross-section plats do not conform with the grade as constructed. For this reason, especially on the first mile where the heavy work exists, I dont believe it would be advisable to attempt to connect the grade widening cross-sections with the original cross-section plats. My intention, when staking out this work, is to run a line at the foot of the cut slope, and cross-section from that line as a base, disregarding the center line and cross-section plats entirely.

...TH, EUGENE, CHAIRMAN
...YEON, PORTLAND } COMMISSIONER
W. P. BARRATT, HEPPNER
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

(2)

As you are aware the first mile on this section is all fairly heavy side hill work, and will probably cost more to widen than all the balance of the section. On this account, in order to cut down the cost of the grade widening on this portion of the work as much as possible, I would widen the cut on the upper side, and use this material to widen the fill on the lower side, shifting the present center line, by eye if necessary, sufficient to give the roadbed the proper width and appearance. Had the roadbed on curves been widened on construction this method would not be necessary, but I believe it will be evident to you that it will cost considerably more to do the grade widening on this mile if we conform exactly with the original centers.

Does the method I have suggested for performing this grade widening meet with you approval?

Yours truly,

R. L. Kunn

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

February 15, 1923.

POST OFFICE BUILDING.
PORTLAND, OREG.

RECEIVED
FEB 16 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon 85, Jackson County Line-Hayden Creek section, have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,

C. H. Purcell,
District Engineer.

Form P. R. 2

State Oregon

Project No. 85

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of December, 1922

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes": and as further amended by the Federal Highway Act approved November 9, 1921 (Public No. 7, 67th Congress)

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 21st day of September, 1922

a project statement, which was approved by the Secretary on the 24th day of October, 1922, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the District Engineer on October 24, 1922, and approved by the Secretary on the 1st day of Feb., 1923; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of thirty-eight thousand, four hundred twenty-five and 19/100

dollars ($ 38,425.19) as the share of the United States payable under said act on account of said project, which does not exceed 41.1667 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State from sale of bonds authorized by legislature under
By act of the Legislature of (date and citation), appropriating dollars.

*(b) By the Count..... of .....
By tax levy or bond issue authorized by act of ..... (date and citation).

*(c) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 672+50 at Jackson-Klamath Counties line on west line Sec. 31, T. 39 S., R. 5 E., W.M., and survey station 1193+45 near Hayden Creek in Sec. 4, T. 40 S., R. 5 E., W.M.,

terminal points, a distance of 9.83 miles, known locally as the Jackson County Line-Hayden Creek Section of the Ashland-Klamath Falls Highway, Klamath County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

STRICKEN OUT

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) The Highway Department hereby agrees that, with or without Federal Aid, at such time as the Secretary may determine the same to be necessary, and in accordance with such plans and specifications as may be required and approved by the Secretary or his authorized representatives, it will increase the width of graded road and surfacing on this project from that provided for under this agreement to a width adequate to meet the requirements of traffic.

(d) Payment of the United States' prorata share of the cost of this project over and above available funds apportioned to the State of Oregon for use prior to the fiscal year 1923 shall be made from the appropriation authorized to be made for the fiscal year 1923 by the Post Office Appropriation Act of June 19, 1922 (Pub. No. 244, 67th Cong.)., but such payment shall not be made until the appropriation so authorized shall actually have been made by Congress."

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed

(*a*) the said sum of thirty-eight thousand, four hundred twenty-five and 19/100

dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673

per cent of sixty-two thousand, eight hundred fifty-one and 25/100

dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ..... STRICKEN OUT .....

..... (Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

..... (Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

State Oregon

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $16,250.00 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

.....

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

.....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the First day of February, 1923

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By .....

Chairman, State Highway Commission
(Title of officer.)

By .....

Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....

Member, State Highway Commission
(Title of officer.)

By .....

.....
(Title of officer.)

By .....

.....
(Title of officer.)

By .....

.....
(Title of officer.)

[SEAL.]

.....
Acting Secretary of Agriculture.

Form No. PR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921* (*42 Stat.. 212*).)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 672+50 at Jackson-Klamath Counties line on west line Sec. 31, T. 39 S., R. 5 E., W.M., and survey station 1195+45 near Hayden Creek in Sec. 4, T. 40 S., R. 6 E., W.M., locally known as the Jackson County Line-Hayden Creek Section of the Ashland-Klamath Falls Highway, Klamath County, and designated in the records of this Department as Project No. 85, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 42,851.25 as the total estimated cost of said project, and the sum of $ 38,425.19 as the share of the United States, payable under said acts on account of such project, which does not exceed 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this Firsth day of February one thousand nine hundred and Twenty-three, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley
Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4820

PR&E

February 14, 1923

Ramsey & Colby,
Roseburg, Oregon.

Gentlemen:

I am handing you herewith four copies of contract for the construction of 9.83 miles of broken stone surfacing on the Hayden Creek-Jackson County Line Section of the Ashland-Klamath Falls Highway in Klamath County, our contract No. 627.

Please execute all four copies of the contract and bond and return to this office for the approval of the members of the Highway Commission, after which we will be pleased to return you one copy for your files and one copy to the surety on the bond.

Very truly yours,

Secretary.

EM

4 Encls.

85

February 5, 1923

The Aetna Casualty & Surety Company,
c/o McCargar, Bates & Lively, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that it is the intention of the State Highway Commission to make semi-final payment to John Humphlre on contract No. 460, for the grading of the Jackson County Line-Klamath Creek Section of the Ashland-Klamath Falls Highway in Klamath County.

This payment will be made on or after February 12, 1923.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By _____

Secretary.

JMF.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

February 3, 1923.

RR 85-8

RECEIVED
FEB 6 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith one copy of the estimate which was used as the basis of the project agreement covering Oregon 85 (Jackson County Line-Hayden Creek section of the Ashland-Klamath Falls Highway).

Yours very truly,
C. H. PURCELL, District Engineer,

By /s/ [illegible]
Acting

10 -

FORM 8A 10500-7500-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B[illegible]ARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PRE

OREGON STATE HIGHWAY COMMISSION
SALEM

Keno, Oregon.
February 2, 1923.

RECEIVED
FEB 7 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer.
Salem, Oregon.

(Attention of C.G. Kelly, Asst. Engr.)

Dear Sir:

Your attention is called to the inclosed copy of a telegram according to [illegible] hearing on Unit # 1 - Klamath County.

It [illegible] will be required that [illegible] Klamath County line, [illegible] will be required between Keene Creek and Fort Creek; no estimate being given for [illegible] line.

[illegible] which this work was let, would indicate that $ 15,000 [illegible] this portion of the line from Keene Creek to Fort Creek.

If more definite information is [illegible], it will be necessary [illegible] this classification on this part of the line, as Mr. George MacVicar, Resident Engineer [illegible].

Very truly yours,

R. L. Kinney.
DISTRICT ENGINEER.

Kinney wire did not answer fully our telegram of Sept. 19th. We therefore had to accept estimate for Section Keene Creek to Fort Creek as given in letter Sept 18. $ 10,800. from B. J. Pet. Route, which Kenny Cuke as given in letter states, estimate, that letter was approved by Kinney and Hodgdon. (File PP*85)

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

8

Date Jan. 27, 192

Job Name Hayden Cr.- K ion section

Week from Jan. 21 to Jan. 28

Mail Address Keno

Highway Keniani - Klamath Falls

Telegraph or Telephone Address Keno

County Klamath Job Prefix 18 P. G.

Express and Freight Address Klamath Falls.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

(1)

Weather: Clear-cold- clear til January 27. 12" snow fell on January 7. There is about 4 feet of snow on Hayden and Spencer Mountain. Snow will vary from 18 to 26" from Spencer Station (foot of Spencer hi.) to Keno. Road closed between Pinehurst and Spencer station. Open from Spencer Sta. to Klamath Falls. Since the snow fell of Jan. 27 road is fair from Spencer Station to Klamath Falls.

(See back of this sheet for instructions and detailed information.)

Signed R. L. Kinney

Title Res. Engr.

Form No. [illegible]

GRADING CONSTRUCTION

Total miles of grading on project 12.12

Miles completed .....

Miles completed except finishing 08

Miles covered by contractor's forces .....

Miles cross-sectioned 21

Miles cross-sections completed and checked 21

Miles to be remeasured .....

Number men in Engineering Party 3

Contractor's average force for week 8 *men,*

2 *teams,* ..... *steam shovels*

Grading work will be completed about Oct 31

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 18PG *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FEB 3 1923

Date Jan. 27, 192...

Job Name ...

Week from Jan 21 to Jan 26

Mail Address Keno

Highway ... - Klamath Falls

Telegraph or Telephone Address Keno

County Klamath Job Prefix ...

Express and Freight Address Klamath Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

...

...

...

J... P..., ... E... ... P. O. ... Address

... Jan. 24 ... P. O. ... Klamath Falls

... Jim Bunch ... Keno, Ore.

... ...

... 1,22 ... present ... ... Klamath River. This rev.

will ... in a general ... to the Keno

River, thence on the ... 1/4 miles

to a connection with the present location at sta. 151+. Total

length of revision will be two miles.

Party was laid off ... account of ... as mentioned

earlier this week. About 12" of snow fell here Jan. 27, and has

now ... to ... 1-month. Building ... and use my

art) location party ... Lost Valley, and I expect to

move party down to ... Keno ... Jan. 29. In that

event I will be ... there till weather conditions

permit resumption of field work.

Signed ...

Title ...

(See back of this sheet for instructions and detailed information.)

Form No. 89.

GRADING CONSTRUCTION

Total miles of grading on project 12.12

Miles completed .....

Miles completed except finishing .08

Miles covered by contractor's forces .....

Miles cross-sectioned 2.1

Miles cross-sections completed and checked 2.1

Miles to be remeasured .....

Number men in Engineering Party 3

Contractor's average force for week 8 men,

2 teams, ... steam shovels

Grading work will be completed about Oct 31

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating, and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 18 P.G *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

JAN 29 1923

Date Jany. 21, 1923

Job Name Hayden Cr-Reno Section Week from Jan 14 to Jan 21

Mail Address Reno

Highway Ashland-Klamath Falls Telegraph or Telephone Address "

County Klamath Job Prefix 18FG Express and Freight Address K. Falls

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Clearing & Grubbing

Average force of 8 men and 2 teams clearing and grubbing on this section

Grading

Grading has not been started up yet on account of to much snow.

Party is retracing line, running check levels, and doing other necessary field and office work.

Weather- Clear-cold-pleasant nearly all week. There is about 36" of snow on Hayden and Spencer Mt, and snow averages about 12" deep from Spencer Station (Foot of Spencer Mt) to Reno. Traffic closed between Pinehurst and Spencer Station - Open from Spencer Sta to Klamath Falls - Road is bad from Spencer Sta to K Falls.

Signed R. L. Kinney

Title Res Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 12.12

Miles completed .....

Miles completed except finishing 0.5

Miles covered by contractor's forces .....

Miles cross-sectioned 2.1

Miles cross-sections completed and checked 2.1

Miles to be remeasured .....

Number men in Engineering Party 3

Contractor's average force for week 3 *men,*

2 *teams,* ——— *steam shovels*

Grading work will be completed about Oct 31-1923

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 18 P.G. *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PRE-1

2-19-23

C.C.K.

I note the remarks at the bottom of this letter. The only estimate I ever made or approved on the Keene Creek-Jenny Creek Section is that contained in the attached letter. This section was in charge of George Mac'Vicar, and I found out later that the the only information he had was in Canyonville.

At the time this estimate was requested I did not know the road bed width, curvature, original classification, price per yard to be paid, or any information whatever necessary to the making up of an intelligent estimate.

R. L. Kinney.

RECEIVED
FEB 27 1923
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

Secretary.

BAK:LM
1 Encl.

Copy

Pl[illegible], Oregon.
[illegible]. 20, 1923.

[illegible]
[illegible] Highway Commission.
Salem, Oregon.

Your [illegible]. With 1-2 [illegible] County- 5300 feet to [illegible] 18 foot travel [illegible], [illegible] 2 feet in width. Maximum cost $7200.00.

With 2 -Klamath County - 5300 feet to mix. Maximum cost 4300 dollars. [illegible] to Contractor's bid price this [illegible].

[illegible]

RECEIVED
FEB 27 1923

Talent OK

RECEIVED
FEB 7 1923
OREGON
STATE HIGHWAY COMMISSION

[illegible] Highway Commission.

Secretary.

TAK:LM
1 Encl.

January 16, 1928

Mr. S. S. Schell,
Oakland, Oregon.

Dear Sir:

I am handing you herewith copy of the executed contract No. 402 which covers 12.3 miles of paving on Unit No. 1, Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway in Jackson County.

Very truly yours,

Secretary.

RAK:LM
1 Encl.

PRES

January 4, 1923.

Mr. S. S. Schell,
Oakland, Oregon.

Dear Sir:

You will recall that prior to the award of contract No. 602, 12.3 miles of surfacing between Neame Creek and Hayden Creek, that you were advised that it would be necessary to reduce the quantity of surfacing materials from the quantity given on the proposal form in order to cover the widening of the graded roadbed which is estimated to cost $10,000.

This deduction was made in the contract form we sent you, but we find that we did not cover it with an appropriate clause and, therefore, are including such a clause attached, which it is requested that you sign and have the same endorsed by the Surety Company. You will understand that this does not reduce the quantities given on the contract as executed, which was for 20,600 yards, and the amount of the contract as $60,222.00.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

RAF:HI

REDUCTION IN CONTRACT AMOUNT.

This is a Federal Aid Project and the Bureau of Public Roads has required certain widening of the graded roadbed, which on this unit is estimated to cost Ten Thousand Dollars ($10,000.00). It is hereby understood and agreed that the approximate estimate of quantities given in this contract has been decreased by approximately the above amount based on the unit bid prices, from the estimate given in the original proposal. It is further understood and agreed that this decrease in quantities may be made either by lessening the thickness or decreasing the width of the surfacing during the course of construction as the Engineer may direct, and without liability to the contractor for any damage or loss of anticipated profits.

_____
Contractor.

_____
Surety.

January 8, 1925.

Mr. R. E. Pinney, Resident Agent,
Fidelity & Deposit Co. of Maryland,
Casco Building,
Portland, Oregon.

Dear Sir:

Mr. S. S. Schell has returned three copies of Contract No. 802 for surfacing Unit No. 1 of the Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway in Jackson County. He states that you have retained one copy for your own files.

On this contract, since the county are cooperating, it is necessary for us to have all four copies executed and, therefore, we are sending you a blank copy of this same contract and would thank you to return the fourth copy which you are holding which has been executed by Mr. Schell and the surety.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:HI

FORM 2A 500-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. BARRATT, HEPPNER } COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

January 4, 1923.

Mr. S. S. Schell,
Oakland, Oregon.

RECEIVED
JAN 12 1923

Dear Sir:

You will recall that prior to the award of contract No. 602, 12.3 miles of surfacing between Keene Creek and Hayden Creek, that you were advised that it would be necessary to reduce the quantity of surfacing materials from the quantity given on the proposal form in order to cover the widening of the graded roadbed which is estimated to cost $10,000.

This deduction was made in the contract form we sent you, but we find that we did not cover it with an appropriate clause and, therefore, are including such a clause attached, which it is requested that you sign and have the same endorsed by the Surety Company. You will understand that this does not reduce the quantities given on the contract as executed, which was for 20,800 yards, and the amount of the contract as $69,222.00.

Very truly yours,

STATE HIGHWAY COMMISSION,

By Roy A. Klein
Secretary.

RAK:HI

attach To Schell contracts RAK

FORM 5A 10344-7500-8-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR
4 4 6

OREGON STATE HIGHWAY COMMISSION

SALEM January 3, 1923.

Mr. R. E. Pinney, Resident Agent,
Fidelity & Deposit Co. of Maryland,
Casco Building;
Portland, Oregon.

Dear Sir:

Mr. S. S. Schell has returned three copies of Contract No. 602 for surfacing Unit No. 1 of the Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway in Jackson County. He states that you have retained one copy for your own files.

On this contract, since the county are cooperating, it is necessary for us to have all four copies executed and, therefore, we are sending you a blank copy of this same contract and would thank you to return the fourth copy which you are holding which has been executed by Mr. Schell and the surety.

Very truly yours,

STATE HIGHWAY COMMISSION,

By Roy A. Klein
Secretary.

RAK:HI

Dear Sam:
Nothing want all four copies please sign the bond at Page 91 & send to Mr Klein at once
Pinney

December 28, 1922

Mr. S. S. Schell,
Oakland, Oregon.

1-PB

Dear Sir:

I am handing you herewith four copies of the contract for the construction of 12.34 miles of surfacing, Unit No. 1, Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway in Jackson County, our contract No. 602.

Please execute all four copies of the contract and bond and return to this office for the signatures of the members of the Highway Commission, after which we will be pleased to return you one copy for your files and one copy to the surety on the bond.

Very truly yours,

Secretary.

LM

December 28, 1922

Mr. S. H. Sobell,
Oakland, Oregon.

V-PB

Dear Sir:

I am handing you herewith four copies of the contract for the construction of 12.24 miles of surfacing, Unit No. 1, Keene Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway in Jackson County, our contract No. 602.

Please execute all four copies of the contract and bond and return to this office for the signatures of the members of the Highway Commission, after which we will be pleased to return you one copy for your files and one copy to the surety on the bond.

Very truly yours,

Secretary.

LM

RECEIVED
JAN 1 1923
OREGON
STATE HIGHWAY COMMISSION

Oakland Ore
Dec 30-22

Roy A. Kaye
Salem Ore

Dear Sir - Am sending you three copies of the Oakland, Klamath Contract. Mr. Penny of the Lundy Co. kept his copy, stating that the Bond Audit require the signature of the Commission on the copy they hold.

Yours Resp
V. V. Scheel

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

December 15, 1922.

Mr. Herbert Hunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith three copies of project agreement for Oregon Federal Aid project No. 85 (Jackson County Line-Hayden Creek section of Ashland-Klamath Falls Highway) for the signature of the State Highway Commission.

Yours very truly,
C. H. PURCELL, District Engineer,

By J. A. Ewart
Acting

Ex'd
Signed + mailed
12-21-22

November 27th, 1922.

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

P R 85

Gentlemen:

Reference is made to your letter of ther 23rd inst., relative to discrepancy between the contract plan quantities and agreement estimate quantities on the Jackson County Line - Hayden Creek Section, Oregon Project # 85.

You will recall that your office objected to the width of roadbed on this section and agreed that expenditures made to widen the roadbed to your requriements might be deducted from the amounts estimated as required for surfacing the project to the standard called for on the plans.

The cost of widening was estimated at approximately $5,000.00 and a reduction of this amount was made in the contract and in the latest estimate sent you. For your information we will state that a clause was inserted in the contract whereby this reduction in expenditure might be accomplished either by reducing the thickness or narrowing the width of the surfacing as the Engineer might deem advisable.

Very truly yours,

HERBERT MUNN
State Highway Engineer

By

Office Engineer

Dic by J. W. DeSouza
AP

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

November 23, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In checking over the plans and estimate covering Oregon 85, Jackson County-Hayden Creek Section of the Ashland-Klamath Falls Highway, we note a discrepancy of 1,500 cu. yds. of broken stone surfacing, and 250 cu. yds. of filler.

The summary on the plans shows 19,000 cu. yds. of broken stone surfacing, and 2,000 cu. yds. of filler. The bids as opened on October 6, contained the same quantities. However, the estimate based on contract prices and received October 26, give 17,500 cu.yds. of broken stone surfacing and 1,750 cu. yds. of filler, or a difference as noted above. This latter amount is less than would ordinarily be required to surface the 9.83 miles of this project, and evidently the estimate is in error.

The forwarding of the P.S.& E., will be deferred pending receipt of corrected estimate.

Very truly yours,

C. H. Bowman

District Engineer.

CLASS OF SERVICE	
Telegram	
Day Letter	X
Night Message	
Night Letter	

If no class of service is designated the message will be transmitted as a full-rate telegram.

COPY OF WESTERN UNION TELEGRAM

PRES/

OCTOBER 26, 1922

W. C. STONE,
1080 E. COUCH STREET,
PORTLAND, OREGON.

AWARD CONTRACT SURFACING HAYDEN CREEK JACKSON COUNTY LINE NOW APPROVED BY COUNTY AND GOVERNMENT WORK SHOULD BE STARTED IMMEDIATELY.

HERBERT NUNN

cc. C. C. Kelley, Division Engineer, Office.
cc. Ralph L. Kuney,, Resident Engineer, Klamath Falls, Oregon.

October 24th, 1922.

Bureau of Public Roads,
Portland, Oregon.

PR 85

Gentlemen:

Herewith we are enclosing six copies of estimate as basis for project agreement on the Jackson County Line - Hayden Creek Section, Oregon Project No. 85.

As we have not yet received any advice relative to the approval of the project statement, the estimate is not dated.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSouza.

ap

OREGON STATE HIGHWAY DEPARTMENT PROJECT NO. 65

JACKSON COUNTY LINE - HAYDEN CREEK SOUTH OF

OF THE ASHLAND-KLAMATH FALLS HIGHWAY

IN KLAMATH COUNTY

(Estimate as Basis for Project Agreement. Based on Contract Prices)

9.85 Miles of Surfacing Salem, Oregon

17,300	cu.yds	Broken Stone Surfacing	$ 3.19	$ 55,225.00
1,750	cu.yds	Filler	.75	1,312.50
		Sub-total		$ 57,137.50
		10% Engr. & Cont.		5,713.75
		Total		$ 62,851.25

Cost Per Mile $ 6,383.61

State Funds Available	$ 24,426.06
Federal Aid Requested	38,425.19
	$ 62,851.25

October 4th, 1922.

Bureau of Public Roads,
Portland, Oregon

P. R. 85

Gentlemen:

Herewith we are enclosing six copies of estimate to accompany plans and unit price analysis of surfacing on the Jackson County Line Hayden Creek Section, Oregon Project No. 85.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSouza.
AP
Encl.

OREGON STATE HIGHWAY DEPARTMENT

PROJECT NO. 88

JACKSON COUNTY LINE - HAYDEN CREEK SECTION
OF THE
ASHLAND-KLAMATH FALLS HIGHWAY IN KLAMATH COUNTY

(Estimate to Accompany plans. Not as Basis for Project Agreement.)

9.83 Miles of Surfacing — Salem, Oregon, October 5, 1922.

19,000	cu.yds	Broken Stone Surfacing	$ 3.60	$ 68,400.00
2,000	cu.yds	Filler	.50	1,000.00
		Sub total		$ 79,400.00
		10% Engr. & Cont.		7,940.00
		Total		$ 87,340.00

Cost Per Mile $ 8,885.04

State Funds Available	$ 33,343.18
Federal Aid Requested	53,996.82
	$ 87,340.00

UNIT PRICE ANALYSIS

Royalty	$ .05
Quarrying	.50
Crushing	.90
Preparation of Subgrade	.05
Hauling 3.0 Mi. @ .35	1.05
Rinding and Rolling	.30
Finishing	.15
Supt. and Overhead	.15
	$ 3.15
15% Profit	.45
Est. Price	$ 3.60

September 29th, 1922.

Bureau of Public Roads,
Portland, Oregon.

P. R. 85

Gentlemen:

Herewith we are enclosing four copies of special provisions for surfacing the Jackson County Line, Hayden Creek Section, Oregon Project No. 85. Estimate and unit price analysis will be sent to you as soon as the required information is received from the field, which should be within the course of the next few days.

Four blue print sets of plans are today going forward to you under separate cover.

Very truly yours,

HERBERT KUHN
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSouza.

AP

SPECIAL PROVISIONS

Keene Creek-Hayden Creek Section

ALTERNATE PROPOSALS TO BE ACCEPTED

For the purposes of receiving bids, the section has been divided into two units as follows:

Unit No. 1 in Jackson County, extending from Keene Creek to the Jackson-Klamath County Line, and

Unit No. 2 in Klamath County, extending from the Jackson-Klamath County Line to a point near Hayden Creek.

Bids will be accepted contemplating the award of either or both units and the right is reserved to make such award or awards as may appear to be to the best interests of the State.

BROKEN STONE SURFACING

Preparation of Subgrade:

Before spreading the surfacing the contractor shall, by means of blades, graders, fresnoes, or other suitable equipment, shape up the roadbed, bringing same to uniform crown and grade, with a surface free from ruts, humps and depressions.

The subgrade shall be prepared only a short distance ahead of the surfacing operations, and after having once been prepared shall be maintained true to crown, grade and uniform surface.

In no event shall any surfacing materials be placed upon any section of the subgrade which is not, in the opinion of the Engineer, in a condition suitable and satisfactory for surfacing.

Width, Thickness and Number of Courses:

The surfacing shall have a top width of twelve (12) feet and shall be feathered to a width of sixteen (16) feet on the bottom. It shall be laid in two courses, with a combined depth of eight (8) inches, loose measure, the top course having a cross section area not less than fifty (50)

per cent of the total cross section area of the surfacing at the same point. The top course shall entirely cover and overlap the bottom course, as indicated on the blue print section attached.

In cases where the subgrade conditions are such that the given width and thickness are not required, or are insufficient, the surfacing shall be constructed to such width and thickness as the engineer may direct.

Materials:

All broken stone shall be clean, hard, tough and durable, and shall be free from soft, thin, elongated or laminated pieces. The loss by abrasion when tested in the manner described in Bulletin No. 555 of the U. S. Department of Agriculture shall not exceed eight (8) per cent.

Materials to be Secured by the Contractor:

The contractor will be required to furnish and develop all quarry sites, pits or other sources of material, and all cost in connection therewith shall be understood to be included in the unit price bid for surfacing materials.

In the event that the contractor, after due and dilligent effort, finds it impossible to secure surfacing materials from the sources enumerated above, or from such other sources of materials as the engineer may approve, without compliance to unreasonable restrictions or the payment of exhorbitant royalties, the State Highway Commission, at the contractor's written request, will institute condemnation proceedings, or take such other steps as may seem advisable for the securing of materials from the particular source, or sources involved.

It is understood that the contractor will bear all expense of the condemnation proceedings, and all other expense to which the State Highway Commission may be put, and will pay such royalty costs or other consideration as the Court may award.

Sizes of Materials:

Materials for the base course shall pass a one and one-half (1½) inch circular opening, and shall be well graded from that size to dust.

Materials for the top course shall all pass a one (1) inch circular opening, and shall be well graded from that size to dust.

Means to Prevent Separation of Materials:

In the handling of materials the contractor shall use means which will prevent, as far as possible, a separation of the fine from the coarse materials. As far as possible materials in being transferred into stock piles, bins or vehicles shall be dropped vertically.

Hauling:

To assist in the compacting of surfacing materials, the contractor will be required, as far as practicable, to do his hauling over the surfacing as it is placed; to construct the surfacing beginning at the point of loading and working away from that point; and to construct the entire base course from any set up before beginning construction of the top course from that particular set up.

Rolling:

The contractor will be required to maintain a ten (10) ton power roller upon each of the two units, these rollers to be in continuous operation at all times during the preparation of the sub-grade and the construction and finishinf of the surfacing and shoulders. This roller shall be used on the subgrade, surfacing and shoulders as the Engineer may direct.

Dragging:

The contractor shall do such blading and dragging of both the base and top courses as may be necessary to bring them to a uniform grade and crown with a smooth and even surface and as may be necessary to maintain them free from ruts and true to the crown, grade and surface to which they are first constructed. They shall be so maintained until covered, or until all surfacing to be constructed under the contract is completed.

Finishing Shoulders and Cleaning Ditches:

After the surfacing has been placed and compacted, the earth shoulders shall be leveled down and the entire roadbed inclusive of ditches, trimmed up so as to provide a uniformly well drained cross section, as indicated on the plans.

All excess excavated materials and all loose stones and rock fragments that may be dragged to the surface, shall be deposited on the sides of embankments or otherwise disposed of to the satisfaction of the Engineer .

Measurement and Payment:

Payment for the construction of surfacing as above specified shall be made at the price bid per cubic yard for surfacing of the particular class involved. The quantity to be paid for shall be the number of cubic yards of surfacing materials furnished, delivered and incorporated in the work. Measurement shall be loose measure aboard trucks or other conveyances at the point of loading.

The unit price bid shall be understood to cover preparation of subgrade, the furnishing, screening, crushing, hauling, spreading and compacting of materials, the trimming of shoulders, the cleaning out of ditches, and all other work involved in the construction of the finished surfacing, at the grade and to the cross section indicated on the plans, and in accordance with these provisions.

Any sprinkling that may be required will be paid for as "Extra Work" or will be done by state forces. Filler will be paid for as specified hereinafter.

MAINTENANCE MATERIALS

Materials for maintenance shall conform in every respect to the specifications for the materials for the top course of the type of surfacing constructed over the particular section involved. They shall be placed in neat, well formed piles of 25 cubic yards each spaced at intervals of approximately one-quarter (¼) of one mile.

The particular points at which the piles shall be placed shall be designated by the Engineer.

Payment shall be made at the unit prices bid for materials for maintenance, of the particular class involved, and this price shall be understood to include the furnishing, screening, crushing, hauling, and oiling of materials, and the leveling or other preparation necessary for the sites upon which the materials are to be piled.

FILLER

Where the engineer so directs, there shall be added to and incorpora ted with the surfacing materials, a "filler" of sand, loam or other suitable material. Materials for this purpose shall be obtained from such sources as the Engineer may select, and shall be dry and finely pulverized.

The course of surfacing in connection with which the filler is to be used, shall, immediately before the application of the filler, be shaped up and brought to uniform crown, cross section and grade, free from all ruts and inequalities. The filler shall then be spread uniformly over the course of surfacing, the spreading to be done by hand from piles of filler material dumped at convenient intervals alongside the work. The quantity of filler to be used shall be as the engineer may order.

In no case shall filler material be obtained from embankment shoulders, or slopes, and when filler material is obtained from within the right-of-way limits, the excavation therefor shall be left neatly trimmed and properly drained.

Filler shall be paid for at the price bid per cubic yard, loose measure, for that item. This price shall be understood to include and cover the excavation, hauling, and spreading of the filler material and the incorporation of same with the surfacing materials in accordance with these specifications; provided, however, that for such filler material as must be hauled more than five hundred (500) feet the contractor will be paid in addition to his bid price for filler a price for "filler-haul" of twenty-five (25) cents per cubic yard for each mile, or fraction thereof, of haul in excess of five hundred (500) feet.

When filler materials are obtained and hauled in such manner as to be not susceptible of accurate measurement, the quantity to be paid for shall be estimated by the engineer in such manner as appears to him to be most equitable.

6-10-22

PACIFIC TELEGRAPH

DAY LETTER

PR #85

Mr. Max J. Kuney,
Resident Engineer,
Pinehurst, Oregon.

WIRE SOON AS POSSIBLE APPROXIMATE NUMBER STATIONS OF ROADBED LESS THAN EIGHTEEN FEET IN CUT AND TWENTY-TWO FEET IN FILL ON KLAMATH COUNTY UNIT OF KEENE CREEK HAYDEN CREEK SECTION STOP ALSO ESTIMATE OF COST TO WIDEN TO THOSE STANDARDS STOP ALSO SAME INFORMATION FOR JACKSON COUNTY UNIT

HERBERT HUNT

Salem, Oregon,

September 19, 1922.

PR 45

September 23, 1932

To the Members of the Highway Commission.

Gentlemen:

As instructed by the Commission federal aid has been requested on the rock surfacing of that part of the Ashland-Klamath Falls Highway which has been graded but has not been surfaced.

This section extends from the summit of Green Springs Mountain to Hayden Creek, in Klamath County, a distance of approximately 21 miles, of which approximately 9 miles are on the Klamath County end and 12 miles in the Jackson County Section.

The government officials after examination of the project, have rejected the same for federal aid, but state that they will accept it if the roadbed is widened to meet their standards. Our engineer has prepared an estimate in which it is shown that the cost of widening the section in Klamath County to standard, would be $6,300 based on the unit prices of the Hampshire contract. Our estimate on the cost of widening the section in Jackson County would approximate $11,000.

This matter is therefore presented to you for your consideration as to whether you would wish to expend the additional amount for widening in order to get federal aid or should the federal aid be dropped and the project handled as a state project. You will recall that our present plan is 50% cooperation by the county.

It might be added further that Mr. John Hampshire, the grading contractor, is still on the job and offers to do the widening at the same price as the original contract. The State Highway Engineer is inclined to favor the widening of the section in Klamath County in order to secure federal aid, but it appears that the extra cost on the Jackson County unit is too great. This recommendation in favor of the widening of the Klamath County unit is caused, no doubt, by the fact that federal aid projects, almost without exception, require expenditures which are not contemplated in our state projects, and while the value is received, yet federal aid projects have invariably cost us more, and it is felt that this is a project not above the general average.

If the Commission think it advisable to widen either one or both of the projects in order to secure federal aid, please advise at your early convenience. Mr. Hampshire is about closing up his job and it will be necessary to notify him. Also if the project is to be a federal aid project, we will need to execute our project statement before the bids are opened.

Trusting that I have made this matter clear, I am,

Very truly yours,

Secretary.

RAK:LM

cc. Mr. H. A. Booth, Imperial Hotel, Portland, Oregon.
cc. Mr. H. A. Booth, Prineville, Oregon.

September 21, 1922 .

Bureau of Public Roads,
Portland, Oregon.

P. R. 85

Gentlemen:

Herewith we are enclosing revised project statement on Project 85. The length of the section has been reduced to cover only the portion from the Jackson County Line to Hayden Creek, upon which it it proposed to meet your requirements for extra width of roadbed. Please attach to these statements the copies of Sheet 5 which were sent you with the previous statement and contain the signatures of the State Highway Commission.

Mention is made in the last paragraph of your letter of September 18th, advising that it would be necessary to postpone the opening of the project until a meeting following the one to be held October 5th. This does not appear to us to be desirable in view of the fact that the project has already been advertised and plans and specifications have been sent out to contractors. Further than this, we expect that the next meeting will be the last letting which we will hold until January or February on account of our being required to preparedand publish our biennial report during the coming winter. You will see from this that elimination of the project from the present call for bids would result in delayiuntil next spring. While it is not probable that any great amount of surfacing will be placed on the project during the winter months, it is felt that an award at this time will permit the successful contractor to establish his camp and set up equipment and develop sources of materials during the winter. He will then be able to proceed with the actual placing of the surfacing at the first favorable spring weather.

As we are meeting your requirements on the project and there does not now seem to be anything further which should delay the execution of the project statement, it would appear that it should reach the Secretary on or shortly after the date of receiving bids.

The matter will be taken up again with you at a later date and if it is so desired, the Commission can be requested to receive the bids but to postpone the actual letting for a short period until the approval of the project statement.

Yours very truly,

HERBERT NUEM,
State Highway Engineer

By
Office Engineer

Dic by J. W. DeBeuna
AP

STATE Oregon

PROJECT No. 86
(Not to be filled in.)

FORM P R 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) September 21, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission
constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of
Chapter 31, Laws of 1921
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said

Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance

1. Local name of road Jackson Co. Line-Hayden Creek Section of Ashland-K.Falls Hwy
2. Located between Jackson Co.Line and Hayden Creek, County of Klamath
3. Points of beginning and ending From the Jackson-Klamath County Line to Hayden Creek. From Sta. 672 + 50 to Sta. 1195 + 45
4. Length in miles (gross) 9.25 (net) 9.25

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4344

5. Miles of project used as post route ..... ; miles not used as post route .....

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each none

8. Tolls collected on roads or bridges on this project, if any none

9. Is project part of State's five-year program heretofore submitted? no

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of Ashland-Klamath Falls Highway

11. Improved roads adjacent or contiguous and type of each Road on West to be surfaced Section on East is Federal Aid grading and Surfacing Project

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 2, (*b*) passenger motor vehicles 25, and (*c*) horse-drawn vehicles 1

13. Local traffic, approximate average daily number of (*a*) trucks ....., (*b*) passenger motor vehicles ....., and (*c*) horse-drawn vehicles .....

14. Description and present condition of traveled way Graded earth road

5—4256

15. Proposed width of surfacing 16; feet between ditches 9; approximate maximum gradient 8 per cent.

16. Proposed type of construction Surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project

At various points along line

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

none

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $20,735.54 and any additional amounts required. Sale of Bonds authorized

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways;

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act; and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein

Secretary.

Department respecting the State funds which are or will be available for construction.....

.....

.....

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4).....

.....

.....

.....

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department Standard forms of Contract and Contractor's bond

.....

.....

.....

25. Reconnaissance estimate of cost of project:

Made by E. L. Hodgman Date ....., 19.....

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ...% rock				
	Sq. yds.	Surfacing of				
19,000	cu.yds	Surfacing	2	50	47,500	00
2,000	cu.yds	Filler		50	1,000	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
		Subtotal			48,500	00
		10% Engineering and Contingencies			4,850	00
		Total			53,350	00

Length, 9.85 miles.

Cost, $ 5,427.26 per mile.

This estimate approved by:

Sam Probert
Office Engineer

(Title) .....

26. Amount of Federal aid desired $2,616.44

(State in lump sum or percentage, but not both.)

8—4256

F. 818

PACIFIC TELEGRAM

CLASS OF SERVICE

TELEGRAM		DAY LETTER	SYMBOL DAY L.	NIGHT MESSAGE	SYMBOL NITE	NIGHT LETTER	SYMBOL N.L.

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

RECEIVED AT
10 - 20 -

Penhurst Ore 417p
9-20-22

Herbert Heinel
Salem Ore

Your wire received. Unit one Jackson county forty three hundred feet to widen for forbidden foot travel way on cuts and twenty two feet in fills at maximum cost twelve seven hundred dollars. Unit two Klamath county unit three hundred feet to widen embankment cost forty three hundred dollars. Estimates based on contractors unit prices this section

R. L. Kinney 730p

mended for approval had Federal aid been requested for grading, and is considerably below the usual State standard on other highways of the same importance. It is also to be noted that the proposed width of surfacing is 16 feet and the width between ditches is also 16 feet.

A preliminary inspection has been made of the project for the purpose of estimating the cost of widening the grade to the same standard as that adopted on Oregon Federal aid project No. 84 (Keno section) adjoining.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS,

DISTRICT No. 1.

IN YOUR REPLY PLEASE REFER TO FILE NO. PR 81

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
SEP 20 1922

September 18, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of the Project Statement for Oregon Federal aid project No. 85, (Keene Creek-Hayden Creek Section).

The typical grading section accompanying the Project Statement shows the width of grade, now proposed for surfacing with Federal aid, to be 16 feet exclusive of ditches in cuts, and eighteen feet on fills.

This project is on an important secondary highway, and when properly completed may be expected to carry considerable heavy freight traffic as well as a considerable volume of passenger auto traffic. The graded section is narrower than could have been recommended for approval had Federal aid been requested for grading, and is considerably below the usual State standard on other highways of the same importance. It is also to be noted that the proposed width of surfacing is 16 feet and the width between ditches is also 16 feet.

A preliminary inspection has been made of the project for the purpose of estimating the cost of widening the grade to the same standard as that adopted on Oregon Federal aid project No. 84 (Keno section) adjoining.

Our engineer, after a conference with your Division Engineer, and with the Resident Engineer, advises that the cost of widening from Jenny Creek to Hayden Creek (14 miles) would probably be about $5,000, and for the Keene Creek-Jenny Creek section about $10,000. Your engineers agreed that the above figures are a fair estimate.

If you are willing to widen the grade to the same section as that on Project 84 (18 feet exclusive of ditches in cut and 22 feet on fills) we will be glad to recommend it for Federal aid. As proposed, we believe the project inadequate and could not recommend its approval.

We note that this project is up for bids at the October 5-6 letting. Should you decide to widen the grade, and desire Federal aid, it will be necessary to postpone the opening of this project until the next letting in order that the Project Statement may be forwarded for action.

Very truly yours,

C. H. Purcell

District Engineer.

August 31st, 1922.

Bureau of Public Roads,
Post Office Building,
PORTLAND, Oregon.

P. R. 85

Gentlemen:

Herewith we are enclosing four copies of Project Statement for the Keene Creek-Hayden Creek Section of the Ashland - Klamath Falls Highway in Jackson and Klamath Counties. We have assigned No. 85 to this Project.

Very truly yours,

HERBERT KUNZ,
State Highway Engineer

By Q
Office Engineer.

Die by J. W. DeSouza

AP
Encl.

STATE Oregon

PROJECT NO. 85
(Not to be filled in.)

Form P R 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) August 18, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Commission
constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work

will be done under the direct supervision of the State Highway Department under authority of
Chapter 31, Laws of 1920
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said

Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance.

1. Local name of road Keene Creek - Hayden Creek Section of Ashland-Klamath Falls Hwy
2. Located between Keene Creek and Hayden Creek, County of Jackson & Klamath
3. Points of beginning and ending From Keene Creek to Hayden Creek
4. Length in miles (gross) 22.17 (net) 22.17

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4256

5. Miles of project used as post route _____; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of Ashland-Klamath Falls Highway. Secondary Federal Aid Highway

11. Improved roads adjacent or contiguous and type of each Surfaced road on East. Section on West proposed Federal Aid Grading and Surfacing Project
(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 2, (*b*) passenger motor vehicles 33, and (*c*) horse-drawn vehicles 2

13. Local traffic, approximate average daily number of (*a*) trucks _____, (*b*) passenger motor vehicles _____, and (*c*) horse-drawn vehicles _____

14. Description and present condition of traveled way Graded earth road

15. Proposed width of surfacing 16'; feet between ditches 16'; approximate maximum gradient 6 per cent.

16. Proposed type of construction Surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project. At various points along line

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet NONE

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State 107,700.00 and any additional funds required. Sale of bonds authorized

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways;

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act; and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein

Secretary.

25. Reconnaissance estimate of cost of project:

Made by K. E. Hodgman Date ____, 19____

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ____% rock				
	Sq. yds.	Surfacing of				
42,000	cu.yds	Surfacing	2	50	105,000	00
4,000	" "	Filler		50	2,000	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
		Subtotal			107,000	00
		10% Engineering and Contingencies			10,700	00
		Total			117,700	00

Length, 22.17 miles.

Cost, $ 5,308.97 per mile.

This estimate approved by:

S. S. Probert

(Title) Office Engineer

26. Amount of Federal aid desired 10,000.00

(State in lump sum or percentage, but not both.)

8—4256

27. Payment desired on completion or as work progresses As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

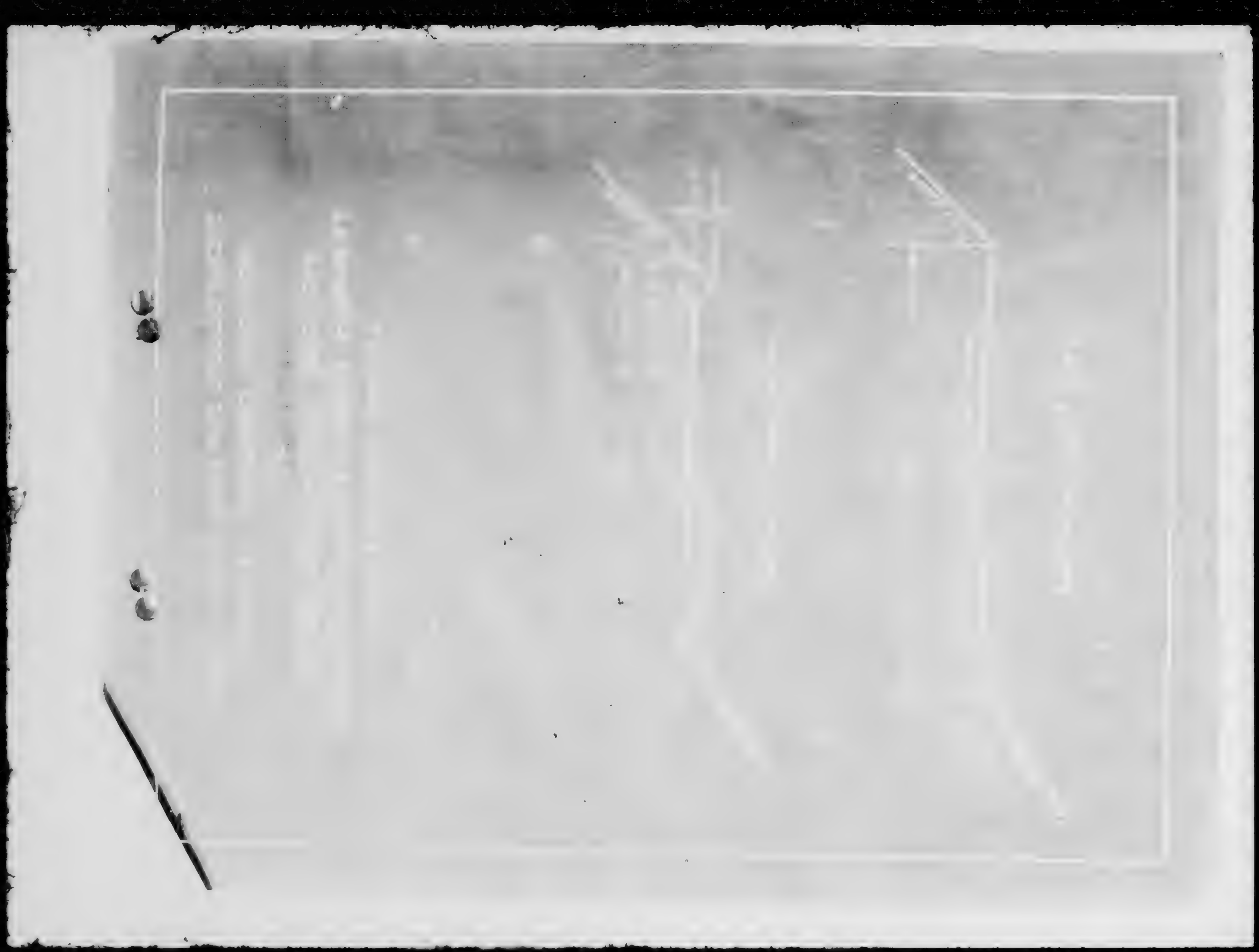
Chairman
(Title of officer.)

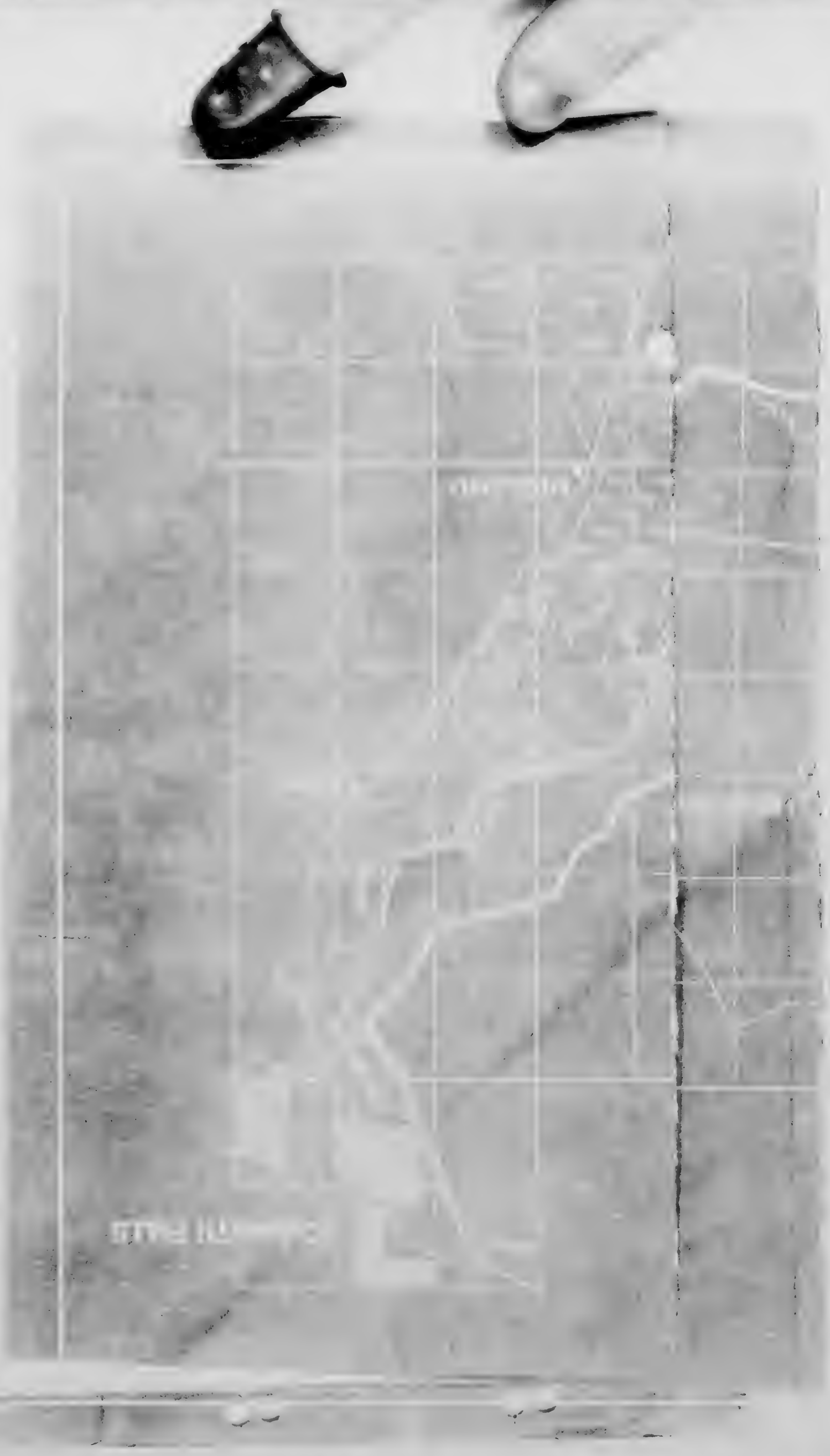
By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)





CONTRACT 470,
499,1085

PR 67 Baker County Line-Weiser 1921-1933

470,499,1085

Aubrey L. Fletcher
Attorney and Counsellor at Law
Vale, Oregon

OR 67

Jan.12th 1933.

Mr. H.B.Glaisyer
Secretary State Highway Commission

Salem, Oregon.

Dear Sir: I have your letter of January 10th acknowledging receipt of my letter stating that I was returning copy of the Terteling & Sons contract, and advising me that the copy has not reached your office. I certainly mailed the same, so that it went forward in the same mail as my letter to you and you should have it by now. It must have got shunted into some other persons basket in the State House. I enclosed the affidavit which you requested and have been relying upon receiping this completed copy by next Monday at the latest. I sincerely trust that you will do what you can for me under the circumstances. I addressed the copy to the Secretary of the Oregon State Highway Commission and used the same envelope in which the copy had been sent to me at first. In case this much travelled copy does not show up so that you can remail same to me by mail leaving on Saturday, I hope that you can find some way to complete another copy for me and forward it, as this one will show up eventually. Thanking you for your kindness in writing me, I am

Yours Truly,

A. L. Fletcher

copy wrapped 1/12 and remailed & letter same day.
HHS

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8 BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. F.A.P. 67-Reop.

POST OFFICE BUILDING
PORTLAND, OREG.

October 6, 1932.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Sir:

Final inspection of Ore. F.A.P. 67 Reop.
Baker County Line - Snake River Slides
_____, was made by a representative of this office on September 28, 1932. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. Emergency Ore. F.A.P. No. 67

POST OFFICE BUILDING
PORTLAND, OREG.

August 10, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 11 1932
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

Agpr 6277

Oregon Emergency Federal Aid
Project No. 67.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 9, 1922, by the State Highway Commission of Oregon, and on June 1, 1922, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on May 24, 1929, October 22, 1930, January 15, 1931, April 18, 1931, and June 20, 1931, respectively, by the said State Highway Commission, and on December 21, 1929, November 15, 1930, January 28, 1931, May 8, 1931, and July 9, 1931, respectively, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Emergency Federal Aid Project No. 67; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 15.507 miles of road, of which 4.839 miles were surfaced with gravel and 10.668 miles were surfaced with bituminous macadam, in Malheur County, for which the estimate of cost approved was $270,165.78, and $156,179.69 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved therefor has been

completed, finally inspected, and accepted, at a total cost of $262,606.16, and voucher in the sum of $151,568.38 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said project and a revision of the plans, specifications and estimate approved therefor to provide for the construction of bituminous macadam surfacing on the portion thereof between survey stations 0+00 and 254+50, a distance of 4.839 miles, at an estimated cost of $27,880.60; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $262,606.16 to $290,486.76, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $151,568.38 to $168,918.47:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and

the sum of one hundred sixty-eight thousand, nine hundred eighteen and 47/100 dollars ($168,918.47) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added paragraph (d) to read:

"(d) By the State, in addition to funds heretofore provided, from funds available in accordance with Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraph (f) of Article III shall be and is hereby stricken out.

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred sixty-eight thousand, nine hundred eighteen and 47/100 dollars ($168,918.47), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred ninety thousand, four hundred eighty-six and 76/100 dollars ($290,486.76), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed

their signatures, the State Highway Commission of Oregon on the 1st day of July, 1932, and the Secretary of Agriculture on the 29th day of July, 1932.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

Oregon Emergency Federal Aid
Project No. 67.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. Emergency Federal Aid 67, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 290,486.76 in lieu of the previous actual payment of $151,568.38 as the total estimated cost of said project, and the sum of $ 168,918.47/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 29th day of July one thousand nine hundred and Thirty-two

R. M. Evans
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4230

July 2, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed three signed copies of modified agreement covering the Baker County Line-Slides Section, Project No. 67.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

June 25, 1932

RECEIVED
JUN 27 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for execution and return to this office are three copies of modification of project agreement for Oregon F.A.P. No. 67 Reopened, to provide for bituminous macadam surfacing on the Baker Co. Line-Slides section. Also enclosed are one copy each of approved estimate and specifications.

The agreement estimate dated May 21, 1932, shows the Federal Aid paid on the original work as coming from 1922 and 1923 funds whereas such payment was actually from 1921 and 1922 funds. Will you kindly correct your records accordingly.

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

STATE OF OREGON
HIGHWAY COMMISSION
SALEM, OREGON

PROPOSAL FOR
STATE HIGHWAY CONSTRUCTION

on the OLD OREGON TRAIL Highway

in BAKER AND MALHEUR County

HUNTINGTON-SLIDES Section

10.0 Miles of Bit. Mac.

19 32

Project No. F.A.P. 67 resp.

Proposal of

Bids Received April 7, 1932.

EXAMINED AND RECOMMENDED
FOR APPROVAL .....
Reg. Hdqtrs. Date JUN 23 1932

INSTRUCTIONS TO BIDDERS

Work Upon Which Bids Are To Be Received:

The work upon which bids are to be received is as described on the sheets inserted between pages 6 and 7 hereof.

Time and Place of Receiving Bids:

The time and the place at which bids will be received are as stated upon the sheets inserted between pages 6 and 7 hereof.

Submission of Proposals:

Each proposal must be presented under sealed cover, to the State Highway Commission at the time and place fixed for the receiving of bids, and must be made identifiable by a notation upon the outside of the cover stating that it is a proposal and giving the name of the particular project to which it applies.

To insure the receipt and consideration of proposals by the State Highway Commission, same must be delivered by the bidder in person, or by messenger, particularly in cases where bids are to be received at some place other than Salem, Oregon. The Highway Commission has no postoffice address other than Salem, and proposals mailed to any other address will be delayed in delivery. Proposals mailed to the Highway Commission at Salem will be given consideration if received at the Salem office in time to be conveniently transmitted to the place of meeting before the hour of opening bids, but the submission of bids in this manner is not desired, and the Highway Commission assumes no responsibility for the receipt, transmittal or consideration of bids so submitted.

All proposals must be made in the proposal form provided by the State Highway Commission for the particular work upon which the proposal is made. They must give the prices proposed, both in writing and in figures, and they must contain all signatures, names, addresses and other information called for.

Specifications and Plans:

The work covered by this proposal shall be done in accordance with the provisions, specifications, terms and requirements set out in the "Standard Specification and Contract Agreement Form" in use by the State Highway Commission at the time bids are called for, supplemented by the special provisions, given upon the sheets inserted between pages 6 and 7 hereof, and supplemented by the plans, profiles and other information on file in the office of the State Highway Commission at Salem, Oregon.

A copy of the "Standard Specification and Contract Agreement Form" above referred to will be furnished to the bidder upon request.

Contract:

The contract into which the successful bidder shall enter shall be of the form given in the standard specification and contract agreement form above referred to.

Surety Bonds:

To guarantee the faithful performance of the contract, the successful bidder will be required to furnish a surety bond, which surety bond must be the surety bond of an incorporated surety company licensed to transact business in the state of Oregon, and which bond must be in all respects satisfactory and acceptable to the State Highway Commission. The amount of the surety bond shall be as follows:

Amount of Contract	*Amount of Bond*
Less than $ 50,000	100 per cent of amount of contract
$50,000 to $100,000	$50,000
More than $100,000	50 per cent of amount of contract

It is agreed that the contractor shall, within ten (10) days (not including Sunday) from the date of receiving from the said State Highway Commission the contract prepared and ready for execution, and before commencing the work hereunder, furnish the said State Highway Commission a corporate surety bond, as above specified, for the faithful performance of the contract in all respects, and the contract shall not be binding until said bond is so furnished and approved by said State Highway Commission, and if not so furnished within the ten (10) days herein specified the State Highway Commission may, at its option, determine that the bidder has abandoned the contract, and thereupon the security accompanying this proposal shall be forfeited, and the same shall become the property of the State Highway Commission. The form of surety bond shall be that adopted by the State Highway Commission.

In connection with contracts for paving work, the surety bond shall apply to, and guarantee, the satisfactory compliance of the contractor with the requirements in regard to the guarantee of workmanship and materials and the maintenance of pavement for a one-year period as set out in the contract and specifications.

Bid Quantities Approximate Only:

The bid quantities in this proposal are only an approximate estimate of the quantities of work involved, being given as a factor for the computation of the total amounts of bids, upon which basis such bids are to be compared. The State Highway Commission does not expressly or by implication agree that the actual amount of work will correspond therewith, and reserves the right to increase or decrease the amount of any class or portion of the work as may be deemed necessary or expedient by the State Highway Engineer.

Changes in Plans, Specifications or Quantities:

The State Highway Commission reserves the right to, at any time prior to the hour of opening bids, make such changes or corrections in plans, specifications or quantities as may appear to the Highway Commission or the Engineer to be necessary or desirable. Bidders will be notified of such changes or corrections by letter mailed to the contractor's address as it appears in the files of the Highway Commission, or an announcement of such changes or corrections will be made immediately prior to the opening of bids and bidders given the opportunity to withdraw their bids.

The State Highway Commission will not be responsible for failure of bidders to receive notifications sent out as above stated or for failure of bidders to withdraw their proposals after announcement of changes or corrections in plans, specifications or quantities, and all proposals opened will be understood to be based upon the changed or corrected plans, specifications or quantities, and all bidders will be bound thereby.

Examination of Plans, Site, Conditions, Etc.:

It is understood that the contractor, before signing this proposal, has made a careful examination of the attached conditions and of the plans, specifications and contract agreement; that he has fully informed himself as to the quality of materials and character of work required; and that he has made a careful examination of the location and condition of the work and the sources of supply for materials.

The state of Oregon will in no case be responsible for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in regard to all conditions pertaining to the work.

Bids on Patented Pavements or Pavement of Special Design:

Any person, firm or corporation in response to the notice and advertisement for bids may, under the conditions imposed upon bidders in the notice inviting such bids, or by law, submit a proposal and bid to make the improvement with a patented pavement, or unpatented pavement of special design of the character and type described in such notice; provided, however, that every such proposal and bid to make the proposed improvement with a patented pavement or unpatented pavement of special design shall be accompanied by and there shall be submitted therewith specifications for laying and constructing such patented pavement or unpatented pavement of special design, designating the quantity and proportion of the several materials and ingredients composing such patented pavement or unpatented pavement of special design, and the kind, quality and standard of the materials and ingredients to be used therein and providing that the quality and standard of such materials and ingredients shall be determined and tested in the manner designated by the standard specifications of the State Highway Commission and shall also provide the manner of laying and constructing the pavement and mixing and preparing the materials and ingredients thereof, all with the same minuteness of detail as is provided in the standard specifications of the State Highway Commission.

The owner, agent or licensee of any patented materials, patented mixtures, patented process or patented structure, who desires to have any of his said patented articles used in the construction of any of the public highways of the state, shall comply with the provisions of chapter 401, of the Laws of Oregon for 1919.

Filling in Proposal Form:

The bidder must submit his proposal on the proposal form contained herein. The blank spaces in the proposal must be filled in correctly, where indicated for each and every item for which a quantity is given, and the bidder must state the unit prices (written in ink, both in words and numerals) for which he proposes to do each item of the work contemplated.

Prohibition of Alterations:

Proposals which are incomplete, or which are conditioned other than as herein authorized, or which contain any erasure, alteration, addition, or item not called for in the itemized proposal, or which contain any irregularity of any kind, or which are not in conformity to law, may be rejected as informal.

Bidding on More Than One Project:

A bidder who desires to bid on more than one project at a single letting, but who desires to protect himself against receiving the award of more projects than he is equipped to handle, may bid on any number of projects, securing the protection desired by writing in on page 8 of the proposal form for each project bid on, a statement limiting, either by number of projects or by total of contract amounts, the volume of work that may be awarded to him. The statement shall be written into the proposal form for each and every project bid on, and in each case the wording shall be the same.

If the volume of work is to be limited by the number of projects, the wording of the statement must be as follows:

> "This bid is conditioned upon my (or our) not being awarded contracts for more than ..... of the projects on which I (or we) have bid at this letting."

If the volume of work is to be limited by the total of the contract amounts, the wording of the statement must be as follows:

> "This bid is conditioned upon my (or our) not being awarded contracts at this letting for an aggregate total amount in excess of ..... Dollars ($.....)."

The bidder shall make no qualification of his bids which will reserve to himself the right to choose, from among two or more projects, the project or projects for which he will accept contract awards. Any selection of projects that may need to be made shall be made by the State Highway Commission.

Withdrawal of Proposal:

Permission will not be given to withdraw, modify, or explain any proposal after it has been deposited with the State Highway Commission, except as previously provided.

Proposal Guaranty:

Each bid shall be accompanied by cash, a bidder's bond made payable to the state of Oregon, or a certified check made payable to the secretary of state of the state of Oregon, for an amount equal to at least five (5) per cent of the total amount of said bid, and no bid shall be considered unless such cash, bond or check is inclosed therewith.

Should the successful bidder to whom the contract is awarded fail to execute the same within ten (10) days (not including Sundays) from the date of receiving the contracts prepared and ready for execution, or fail to execute and deliver the contract and contract bond as required, or fail to commence work, or fail to satisfactorily prosecute same in accordance with the terms of the contract, such cash, bond or check shall, if the Highway Commission so orders, be forfeited to said state of Oregon, and, at the option of the Highway Commission, the award may be withdrawn and the contract canceled.

If a bidder's bond is given, it must be executed upon the State Highway Commission's standard proposal bond from No. 1-A, copy of which bond form is bound herewith. Oregon and Washington agents of nearly all incorporated surety companies are supplied with copies of this standard form of proposal bond, and their copies may be used when circumstances make it inconvenient to secure an execution of the bond on the copy which is bound herewith. If desired, the bond form bound herewith may be detached for separate execution.

Opening of Proposals:

Proposals shall be opened and read by the secretary of the Highway Commission in the presence of the commission and in the presence of bidders or their representatives submitting proposals, and any others who may be interested.

Comparison of Bids:

All bids are to be compared on the basis of the total amounts of the bids as defined in the following paragraph.

Total Amount of Bid:

The total amount of a bid for the purpose of determining the amounts of bidders' deposits and surety bond and of comparing the bids shall be the total sum computed from the State Highway Engineer's approximate estimate of the quantities of work involved, and the unit prices proposed in said bid.

Qualification of Bidders:

Each bidder must be prepared to submit for consideration with his bid such record of his work and further evidence as may be required by the State Highway Commission, regarding his experience and ability in similar work as well as a statement showing his financial standing and assurance that he has or will promptly provide suitable and sufficient plant, labor and equipment for each of the different kinds of work.

Failure to furnish on request such a record of work and evidence of capacity, any false or misleading statements therein, or omission of any important part thereof, shall be sufficient cause for the rejection of the bid.

Bidder's experience, ability, responsibility, and record of work will be considered in determining the best bid.

Right to Reject Proposals:

The State Highway Commission reserves the right to reject any or all proposals and to waive technicalities as it may deem best for the interests of the state, or may proceed to do the work under the supervision of the State Highway Engineer, if in its opinion the best interests of the state will thereby be promoted.

Award of Contract and Return of Proposal Guaranties:

All proposals shall be submitted subject to acceptance within thirty (30) days from the date of opening, and the bidder will not be bound for a longer period except by special agreement.

All proposal guaranties, except that of the successful bidder, shall be released within three (3) days after the award of the contract or the rejection of the bids. In cases of deferred action, the proposal guaranties of all but the three (3) lowest bidders may, at the option of the Highway Commission, be released at an earlier date, and in no case will the proposal guaranty of any but the successful bidder be held for more than thirty (30) days without the consent of the bidder.

The proposal guaranty of the successful bidder will be held until the execution of the contract is completed and until a satisfactory surety bond is furnished.

DESCRIPTION OF WORK TO BE DONE
AND
SPECIAL PROVISIONS

SPECIAL PROVISIONS

Huntington-Slides Bituminous Macadam Project

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon, at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A. M. (10:00 A. M.) on the seventh (7th) day of April, 1932.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 10.0 miles of bituminous macadam wearing surface, Type B-12, on the Huntington-Slides Section of the Old Oregon Trail in Baker and Malheur Counties, and the furnishing of 9,300 cubic yards of crushed rock in stock piles.

The west end of the project is at Station 1297+50 (M.P.385.), which station is near the west city limits of Huntington. The east end of the project is at Station 254+50 (M. P. 295.), ten miles east of Huntington.

DATE OF COMPLETION

The work to be done under this contract shall be completed not later than August 31, 1932.

BITUMINOUS MACADAM WEARING SURFACE, TYPE B-12

Description:

The bituminous macadam wearing surface, type B-12, shall consist of one course of coarse rock, keyed with key rock and screenings and topped with a two course seal coat.

Standard Specification to Apply:

The construction of the bituminous macadam wearing surface shall be performed in accordance with the standard specifications for "Bituminous Macadam Wearing Surface, Penetration Type" as the same is given in Section. 19 of the 1932 standard specification form, except as that standard specification is hereinafter supplemented and qualified.

Table of Details:

The sizes of rock, the quantities of asphalt, and order in which the various applications of rock and asphalt are to be made shall be as indicated in the following table:

Huntington-Slides Bituminous Macadam Project #2

General Details

Thickness of Wearing Surface	2-1/2 inches
Number of Courses, exclusive of Seal	1 "
Kind of Bituminous Cement	Asphalt

Rates of Applying Materials

Top Course:

Coarse Rock, per sq. yd.	0.070 cu. yds.
2nd Spread Bit. Cement, per sq. yd.	1.25 gal.
Key Rock, per sq. yd.	0.012 cu. yds.
Coarse Screenings, per sq. yd.	0.003 cu. yds.

Seal Coat:

Bit. Cement, per sq. yd.	0.30 gal.
Coarse Screenings, per sq. yd.	0.006 cu. yds.
Fine Screenings, per sq. yd.	0.003 " "
Emulsion, or Cut-back, per sq. yd.	0.20 gal.
Coarse Screenings, per sq. yd.	0.006 cu. yds.
Fine Screenings, per sq. yd.	0.004 " "

Sizes of Aggregates:

Coarse Rock, Top Course	2-1/2" - 1-1/4"
Key Rock	3/4" - 1/2"
Coarse Screenings	1/2" - 1/4"
Fine Screenings	1/4" - 0"

Total Quantities:

Bituminous Cement, per sq. yd.	1.55 gal.
Emulsion or Cut-back, per sq. yd.	0.20 gal.
Aggregates, per sq. yd.	0.104 cu. yds.

Aggregates To Be Furnished by Contractor:

All aggregates required to construct the bituminous macadam wearing surface shall be furnished by the contractor and delivered by him to the place of their final incorporation in the work.

Kind and Quality of Materials:

The materials to be furnished under this contract shall be clean broken stone manufactured from the hardest, most durable, and otherwise most suitable rock available from the quarry located three-fourths (3/4) of a mile east of the highway at mile point 389.64.

Acquisition of Property Rights:

The State Highway Commission will furnish and make available to the contractor, without charge, the right to excavate and

use rock from the quarry above mentioned, and the right to use such property adjacent to that quarry as is needed for sites for the crushing plant and bunkers, and as is needed for the hauling road.

Development of Source of Materials:

The contractor will bear all expense incidental to the opening, developing and operating of the source of materials, including the removing of overburden, and the constructing and maintaining of the hauling road.

Only Clean Hard Rock to Enter Crusher:

The contractor shall conduct his quarrying and crushing operations in such a manner that only clean, hard and otherwise acceptable rock will enter the rock crusher. All dirt and soft or decomposed rock and all material or matter other than clean, hard and otherwise acceptable rock shall, in some thoroughly effective manner, be separated from the acceptable rock, and wasted before the acceptable rock is allowed to pass into the crusher.

Grading and Cleanness:

Attention is called to the fact that cleanliness and accurate grading are of particular importance in connection with the crushed rock materials to be furnished, and deviations from perfection in these matters which might be permissible in connection with materials for use in surfacing construction will not be permitted.

In case it is at any time found to be impracticable to produce thoroughly clean materials, owing to the rock and the dirt which it contains not being thoroughly dry, the contractor will be permitted (and required) to suspend operations until the materials in the quarry have become dry and until thoroughly clean broken stone can be produced.

Sizes and Quantities of Aggregates:

The sizes and approximate quantities of crushed materials to be furnished for use in constructing the bituminous macadam wearing surface shall be as indicated by the following table:

Item	Size	Approximate Quantity Required
Coarse Rock	2-1/2" - 1-1/4"	8,600 cu. yds.
Key Rock	3/4" - 1/2"	1,500 " "
Coarse Screenings	1/2" - 1/4"	1,850 " "
Fine Screenings	1/4" - 0"	850 " "

At least 90 per cent of each size of material shall pass a screen having openings of a certain size, and at least ninety per cent of each size of material shall be retained upon a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of openings in screen through which at least 90 per cent must pass.	Size of openings in screen on which at least 90 per cent must be retained.
2-1/2" - 1-1/4" Matls.	2-1/2 inch, circular	1-1/4 inch, circular
3/4" - 1/2" Matls.	3/4 inch, circular	1/2 inch, circular
1/2" - 1/4" Matls.	1/2 inch, circular	1/4 inch, square
1/4" - 0" Matls.	1/4 inch, square	0

Each size of material shall be well and uniformly graded between its specified maximum size and its specified minimum size.

Measurement and Payment:

The pay items in connection with the construction of the bituminous macadam wearing surface shall be as follows:

1. Preparation of Base
2. Mineral Aggregate in Place
3. Asphalt in Place
4. Emulsified Asphalt, or Cut-back Asphalt, in Seal Coat.

Payment for these items, when made at the prices bid for them, shall comprise full and complete payment for the construction of the bituminous macadam wearing surface in accordance with the foregoing specifications, and no separate or additional payment will be made for any work or materials that are called for by the specifications, or that are required to produce specified results.

The basis of measurement and payment for the various pay items, except "Mineral Aggregate in Place," shall be the same as stated for those items in the standard specification for "Bituminous Macadam Wearing Surface, Penetration Type."

The quantity for which payment will be made shall be the number of cubic yards of crushed rock and screenings actually incorporated in the bituminous macadam wearing surface. It shall include the quantities of crushed rock and screenings used in patching, used to overcome bleeding, and used to correct defects. It shall not include quantities of materials intended for use in the bituminous macadam, but left unused in stock piles or elsewhere, and it shall not include quantities of materials wasted, quantities of materials used without the authority of the engineer, or quan-

tities of materials used which do not conform with the specifications.

Measurement of the crushed rock and the screenings as a basis for determining the pay quantity for the item of "Mineral Aggregate in Place" will be made in trucks at the point of deposit on the road.

The price bid for "Mineral Aggregate in Place" shall be understood to include and cover the cost of the producing, furnishing and hauling of the crushed rock aggregates, as well as the cost of constructing the bituminous macadam wearing surface as specified.

CRUSHED ROCK IN STOCK PILES

Standard Specification to Apply:

The materials to be furnished in stock piles shall be furnished in accordance with the standard specification for "Crushed Materials in Stock Piles - Specification B" as the same is given in Section 16 of the 1932 standard specification form.

Kind and Quality of Materials:

The materials to be furnished shall be crushed rock of the same kind and quality as is hereinbefore specified for the mineral aggregate to be used in the bituminous macadam work. It shall be obtained from the same source and under the same conditions as is the crushed rock to be used in the bituminous macadam.

Size of Materials:

The materials shall be of four sizes, which sizes will hereinafter be referred to as 1-1/4" - 3/4" materials, 3/4" - 1/2" materials, 1/2" - 1/4" materials, and 1/4" - 0" materials.

At least 90% of each size of the material shall pass a screen having openings of a certain size, and at least ninety per cent of each size of the material shall be retained on a screen having openings of a certain other size. The size of the screen openings for each size of materials shall be as follows:

	Size of Openings in Screen Through Which at Least 90 Per Cent Must Pass	Size of Openings in Screen on Which at Least 90 Per Cent Must be Retained.
1-1/4" - 3/4" Materials	1-1/4" Circular	3/4" Circular
3/4" - 1/2" "	3/4" "	1/2" "
1/2" - 1/4" "	1/2" "	1/4" Square
1/4" - 0 "	1/4" Square	0

Each size or grade of materials shall be well and uniformly graded between the specified maximum and minimum limits.

Measurement and Payment:

The crushed rock furnished in stock piles will be measured and paid for as specified in the standard specification for "Crushed Materials in Stock Pile - Specification B," as the same is given in Section 16 of the 1932 standard specification form.

The pay items for the furnishing and stockpiling of crushed rock, as above specified, will be as follows:

1. 1-1/4" - 3/4" Materials in Stock Pile
2. 3/4" - 1/2" " " " "
3. 1/2" - 1/4" " " " "
4. 1/4" - 0" " " " "
5. Hauling Crushed Rock, Pile Measure

GRAVEL SHOULDERS

Description:

Under this item, the contractor shall construct shoulders of gravel or talus materials, as indicated by the typical cross-section plan.

Materials:

The materials to be used in the construction of the gravel or talus shoulders shall be pit-run gravel or talus materials obtained from such gravel or talus deposits as the engineer may designate.

Details of Construction:

The shoulder materials shall be deposited along the edges of the roadway and shall then be shaped to such line, grade and cross-section that after they have been compacted by rolling, they will occupy the position and be of the cross-section indicated in the typical cross-section plan. After having been so placed and shaped, they shall be rolled until thoroughly compacted. Prior to the rolling, however, any stones occurring in the materials that are too large to be fully incorporated in the shoulders shall be raked out and disposed of in a manner satisfactory to the engineer.

The construction of the gravel shoulders shall follow closely the construction of the bituminous macadam wearing surface.

Measurement and Payment:

Payment for the construction of the gravel shoulders will be made at the price bid for "Gravel Shoulders," which price shall be understood to include and cover all work involved, except the hauling of the materials from the place of excavation to the places of deposit. Payment for the hauling of the materials will be made at the price bid per yard mile for "Hauling Shoulder Material."

The quantities to be paid for at the price bid per cubic yard for "Gravel Shoulders" shall be the number of cubic yards of gravel or talus materials hauled and used in the construction of gravel shoulders, as specified.

The quantities to be paid for at the price bid per yard mile for "Hauling Shoulder Materials" shall be the number of yard miles of hauling work necessarily performed in the transporting of the shoulder materials from the places at which they are loaded, to the places at which they are incorporated in the work, it being understood that each load of shoulder material is to be hauled from whichever one of the sources designated by the engineer is the nearest to the place at which the materials are to be deposited on the road.

Measurement of the shoulder materials will be made in the trucks in which the materials are hauled, the measurement to be made at the points of deposit.

Haul distances shall be measured in half-mile units, fractional half-miles being allowed for as full half-miles.

MISCELLANEOUS PROVISIONS

Pneumatic Tired Trucks Required:

All trucks and other hauling equipment engaged in the hauling of the broken stone to be furnished under this contract, shall be equipped with pneumatic tires on all wheels.

RESPONSIBILITY FOR MAINTENANCE OF BASE

On the section of highway involved under this contract, the State will carry on maintenance operations in the usual manner until such time as the contractor is ready to begin construction of the bituminous macadam wearing surface. At that time, the section will be turned over to the contractor in the condition that it is in at the time, and the contractor will be responsible for whatever maintenance and preparation work may be necessary between that time and the time of the completion of all work to be done under the contract.

Huntington-Slides Bituminous Macadam Project

Combination of Bids:

Bidders who would like to make their bid for this project contingent upon their receiving the award of the contract for the proposed Hot Lake-Union Project, for which project bids are to be received at the same letting, may do so by writing in on page 8 of the proposal form a statement to that effect. Unless such a qualifying statement is written in on the bid sheet, it shall be understood that the bidder will accept award of the contract for the Huntington-Slides Project by itself and the bid will be considered accordingly.

In considering bids for the Huntington-Slides Project, the Highway Commission will give consideration to the bids received for the Hot Lake-Union Project, and the low bidder for the Huntington-Slides Project will have no claim on the award of the contract if the acceptance of his bid would result in a higher total cost for the two projects (Hot Lake-Union and Huntington-Slides Projects) than would the acceptance of some other bid or combination of bids.

ADDITIONAL SPECIAL PROVISIONS

Oregon Residents to be Employed:

All persons employed or otherwise engaged in the performance of the work to be done under this contract, except the contractor, his principal subcontractors, the construction superintendents and timekeepers, and such limited number of other key men of the contractor's and subcontractor's organizations as the engineer may approve, must be residents of the State of Oregon, who have resided within the State continuously during the six months period immediately preceding their employment on the work, provided qualified persons meeting this residence requirement are available and other conditions are equal.

Trucks to be Licensed in Oregon:

All trucks engaged in the work to be done under this contract shall be licensed in the State of Oregon.

Six Hour Shifts:

The work to be performed under this contract shall be performed in six-hour working shifts, and no person engaged in the performance of the work (superintendents, timekeepers, principal foremen and subcontractors excepted) shall be required or permitted to work more than six hours of any one day except in cases of emergency; provided, however, that if, in order to insure the completion of the project within the specified time limit, it is necessary for the contractor to operate more than twelve hours per day, then and in that event the use of shifts longer than six hours each, but not longer than eight hours each, and the employment of labor accordingly, will be permitted.

ADDITIONAL INSTRUCTIONS TO BIDDERS

Revised Specifications and Contract Agreement Form:

The work to be done under this contract is to be done in accordance with the provisions, terms, specifications and requirements set out in the "Standard Specification and Contract Agreement Form" issued by the State Highway Commission under date of April 1, 1932. The bidder is expected to secure for himself a copy of this form and to familiarize himself fully with all of the provisions thereof.

Amount of Contract Bond:

Contrary to the information given on page 2 of the proposal form, the amount of the surety bond to be given by the successful bidder shall be 100 per cent of the amount of the contract.

(F. A. Projects) 3/23/32.

PROPOSAL

To the State Highway Commission of the State of Oregon:

The undersigned, as bidder, declares:

That the only persons or parties interested in this proposal as principal are those named herein;

That this proposal is made without collusion with any other person, firm or corporation;

That he has carefully examined the plans, specifications, and form of contract therefor on file in the office of the State Highway Commission;

That he has personally inspected the actual location of the work and all other local conditions affecting it;

That he submits this proposal subject to the terms and conditions stated in the preceding "Instructions to Bidders"; and

That he has satisfied himself as to the quantities and conditions and understands that in signing this proposal he waives all right to plead any misunderstanding regarding the same.

He also proposes and agrees:

That if this bid is accepted, he will contract with said State Highway Commission, in the said form of contract, to provide all necessary machinery, tools, apparatus, and other means of construction, and to do all the work and furnish all the materials specified in the contract, in the manner and time therein prescribed, and according to the requirements of the Engineer as therein set forth; and

That he will accept as full payment therefor the amount earned under the contract as computed, in the manner described in the specifications, from the quantities of the various classes of work performed and the respective unit prices bid as set out in the following schedule:

Huntington-Slides, Bituminous Macadam

Item No.	Item		Unit Price	Amount
1.	Preparation of Base	10.0 miles		
	For -	Per mile	$- - -	$- - - -
2.	Mineral Aggregate in Place	12,800 cu. yds.		
	For -	Per cu. yd.	$- - -	$- - - -
3.	Asphalt in Place	780 tons		
	For -	Per ton	$- - -	$- - - -
4.	Emulsified Asphalt, or Cut-Back Asphalt, in Seal Coat	100 tons		
	For -	Per ton	$- - -	$- - - -
5.	Gravel Shoulders	3,000 cu.yds.		
	For -	Per cu.yd.	$- - -	$- - - -
6.	Hauling Gravel Shoulders	7,000 yd. mi.		
	For -	Per yd.mi.	$- - -	$- - - -
7.	1-1/4" - 3/4" Materials in Stock Pile	1,900 cu.yds.		
	For -	Per cu.yd.	$- - -	$- - - -
8.	3/4" - 1/2" Materials in Stock Pile	3,100 cu.yds.		
	For -	Per cu.yd.	$- - -	$- - - -
9.	1/2" - 1/4" Materials in Stock Pile	3,300 cu.yds.		
	For -	Per cu.yd.	$- - -	$- - - -
10.	1/4" - 0" Materials in Stock Pile	1,000 cu.yds.		
	For -	Per cu.yd.	$- - -	$- - - -
11.	Hauling Crushed Rock, Pile Measure	40,000 yd. mi.		
	For -	Per yd.mi.	$- - -	$- - - -

Total Amount of Bid $_____

The party by whom this proposal is submitted, and by whom the contract will be entered into in case the award is made to him, is .....

....., doing business at
(State whether the bidder is "a corporation," "a partnership" or "an individual")

..... Street,

....., City and State,

which address is the address to which all communications concerned with this proposal and the contract should be sent.

The names of the president, treasurer, and manager of the bidding corporation, or the names and residences of all persons and parties interested in this proposal as partners or principals are as follows:

Name	Address
.....	.....
.....	.....
.....	.....
.....	.....
.....	.....
.....	.....

The name of the surety by which the surety bond covering the contract, if awarded, will be furnished, and the name and address of the surety's local agent are as follows:

Name of surety .....

Name of agent .....

Address .....

Accompanying this proposal is ..... in the amount of
("Bidder's bond," "cash," or "certified check")

..... Dollars ($.....)
which amount is not less than five (5) per cent of the total amount of the bid.

If this proposal shall be accepted and the undersigned shall fail to or neglect to contract as aforesaid, and to give bond in the amount specified, with surety satisfactory to the State Highway Commission, within ten (10) days (not including Sunday), from the date of receiving from the State Highway Commission the contract prepared and ready for execution, the State Highway Commission may, at its option, determine that the bidder has abandoned the contract, and thereupon forfeiture of the security accompanying his proposal shall operate and the same shall be the property of the State Highway Commission.

Dated ....., 19.....

(Signature of bidder) .....
(Legal name of person, firm or corporation)

By .....
(Name)

.....
(Title)

THIS PROPOSAL-BOND FORM MAY BE DETACHED FOR CONVENIENCE IN EXECUTION, IF DESIRED. TEAR ON THIS LINE

OREGON STATE HIGHWAY COMMISSION

PROPOSAL BOND

(Form 1A)

KNOW ALL MEN BY THESE PRESENTS, That we, ...

....., as principal,

and the .....,

a corporation duly organized under laws of the state of .....,

having its principal place of business at ....., in the

state of ....., and authorized to do business in the state of Oregon, as surety, are held and firmly bound unto the state of Oregon in the full and penal sum of five (5) per cent of the total amount of the bid of said principal for the work hereinafter described, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators and assigns, and successors and assigns, firmly by these presents.

The condition of this bond is such that, whereas, the principal herein is herewith submitting his or its proposal for the following highway construction, to wit:

.....

.....

.....

.....

said bid and proposal, by reference thereto, being hereby made a part hereof.

NOW, THEREFORE, if the said proposal and bid submitted by the said principal be accepted, and the contract be awarded to said principal, and if the said principal shall enter into and execute the said contract and shall furnish bond as required by the State Highway Commission within the time fixed by said commission, then this obligation shall be void; otherwise to remain in full force and effect.

Signed and sealed this ..... day of .....

.....

.....

Principal

Countersigned at ....

..... this .....

..... day of ....

Surety

OREGON STATE HIGHWAY DEPARTMENT

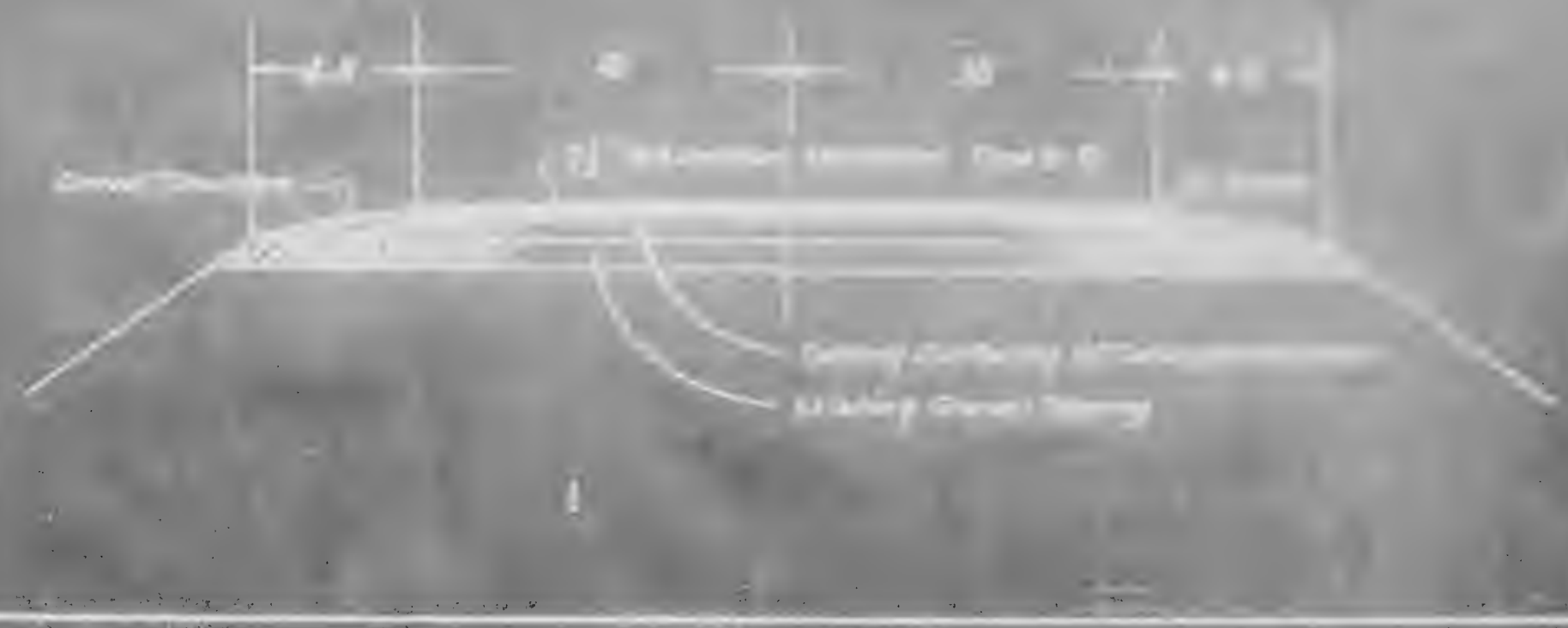
TYPICAL SECTION

of

BITUMINOUS MACADAM PROJECT

HUNTINGTON - SLUICE SECTION

OLD OREGON TRAIL - BAKER COUNTY



May 24, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as [illegible]

Two notified agreement covering the Baker County Line-Weiser High[illegible]

Slum, Project No. 67.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. H. Nash/MR.
encl.

Oregon State Highway Department — Project No. 67 (2nd Resp.)

BAKER SOUTH LINE-HUNTER SECTION

OF THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, May 21, 1932.

Statement of Completed Work

Original Project

Final Cost of Roadway		$ 63,992.50
Engineering and Contingencies		4,896.04
	Total.....	$ 68,888.54
Total Cost on Which Fed. Aid was Computed		$ 67,891.24
Federal Aid Paid on Roadway (Fiscal Years 1922 and 1923)		$ 41,306.48
Length of Project (gross)		15.543 miles
Length of Benson Creek Bridge	30 feet	
Length of Birch Creek Bridge	30 feet	
	Total..... 60 feet (Non-participating)	.011 miles
Length of Roadway (Net)		15.532 miles
Cost per mile	$ 4,435.27	
Federal Aid paid per mile	2,672.32	

First Reopening

Type I Roadway. - Baker County Line-Slides
Regrading (Sta. 0+00 to Sta. 254+50 = 254+55)

Final Cost on Roadway	$ 66,250.77
Engineering and Contingencies	6,158.46
Total.....	$ 72,409.23
Total Cost on Which Federal Aid was Computed	$ 72,409.23
Total Federal Aid Paid	$ 36,204.61
Total Emergency Advance Funds Paid	$ 36,204.62

Type II Roadway - Snake River Slides
Regrading, Resurfacing and Bituminous Macadam
Wearing Surface (Sta. 254+55 to 686+56)

Final Cost on Type II Roadway	$ 77,663.60
Engineering and Contingencies	8,167.24
Total.....	$ 85,832.84
Total Cost on Which Federal Aid was Computed	$ 85,832.16
Total Federal Aid Paid	$ 53,164.43

Type III Roadway - Snake River Slides-Keiser Spur
Regrading, Resurfacing and Bituminous Macadam
(Sta. 686+56 to Sta. 827+00)

Final Cost on Type III Roadway	$ 32,851.45
Engineering and Contingencies	2,621.00
Total.....	$ 35,473.45
Total Cost on which Federal Aid was Computed	$ 35,473.45
Total Federal Aid Paid	20,692.86
Emergency Advance Funds Paid	5,696.18

Revised length of Type I Roadway	4.839	miles
" " " Type II Roadway	8.010	"
" " " Type III Roadway	2.658	"
" " " Project (Roadway)	15.507	"
Original length of Project (Roadway)	15.532	"

Type I Roadway (4.839 miles):

Cost per mile	$ 14,963.67
Federal Aid per Mile	$ 7,481.83

Type II Roadway (8.010 miles):

Cost per mile	$ 10,713.71
Federal Aid per Mile	$ 6,637.25

Type III Roadway (2.658 miles):

Cost per mile	$ 13,346.67
Federal Aid per Mile	$ 7,785.12

Adjusted Federal Aid paid per mile, (Original Project),
$2672.32 \times \frac{15.532}{15.507} = \$ 2,67[illegible].62$

Federal Aid per Mile Allowable on First Reopening:

$$\frac{24,454.69 - 2,676.62}{24,454.69} = .89054$$

.89054 x $18,669.00 = $16,625.49 per mile

NEW WORK, TYPE I ROADWAY

Bituminous Macadam Wearing Surface, Type B-12 (Sta. 0+00 to Sta. 254+58 = 254.58)

4.9 miles	Preparation of Base	$ 75.00	$ 367.50
6,300 cu. yds.	Mineral Aggregate in Place	2.20	13,860.00
380 tons	Asphalt in Place	24.00	9,120.00
50 tons	Emulsified Asphalt, or Cut-back Asphalt in Seal Coat	24.35	1,217.50
1,470 cu. yds.	Gravel Shoulders	0.30	441.00
3,400 yd. mi.	Hauling Gravel Shoulders	0.10	340.00
			$ 25,346.00
	10% Engr. & Cont. - - - - -		2,534.60
	Total- - - - - - - - - - - -		$ 27,880.60

Length 4.839 miles

Cost per mile $5,761.64

Federal Aid per mile allowable on new work (Type I Roadway)

$ 16,625.49 - $7,481.83 = $9,143.66

Federal Aid requested: 62.23% of $27,880.60 = $17,350.09.

SUMMARY

Item	Total Cost	Federal Aid Funds	Reconstruc. Advance Funds	State Funds
Type I. Roadway				
New Work	$27,880.60	$17,350.09	- - -	$10,530.51
Original Project	21,496.81	12,952.21	- - -	8,544.67
1st Resp.	72,429.23	36,204.61	$36,204.62	- - -
Total, Type I	$121,706.71	$66,506.91	$36,204.62	$19,075.18
Type II. Roadway				
Original Project	35,583.00	21,439.79	- - -	14,144.81
1st Resp.	85,832.84	53,164.43	- - -	32,668.41
Total, Type II	$121,416.64	$74,604.22	- - -	$46,812.42
Type III. Roadway				
Original Project	11,807.96	7,114.48	- - -	4,693.48
1st Resp.	35,475.45	20,682.86	5,656.18	9,136.41
Total, Type III	$47,283.41	$27,807.34	$5,656.18	$13,819.89
TOTALS				
New Work	27,880.60	17,350.09	- - -	10,530.51
Original Project	68,888.64	41,506.48	- - -	27,382.16
1st Resp.	193,737.52	110,051.30	41,860.80	41,734.62
All Work	$290,486.76	$168,918.47	$41,860.80	$79,707.49

Lengths used for prorating costs of original project, - - - - -

Type I Roadway	4.839	miles
Type II "	8.010	"
Type III "	2.658	"
Total	15.507	"

State funds for constr.: Chap. 175, laws 1917; Chap 31, laws 1917.

State funds for maint.: Chap. 31 laws 1927.

March 31, 1932.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying bituminous macadam specifications, and five bid proposals for the Baker County Line-Slides Unit of the Baker County Line-Weiser Section, Project No. 67; also, five blueprint copies of Sheet No. 2 of the plans which has been revised and are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/EH.

encl.

Oregon State Highway Department — Project No. 67 (2nd Reop.)

BAKER COUNTY LINE-WEISER SECTION

OF THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate accompanying bituminous macadam specifications. Not as basis for modified agreement.)

Salem, Oregon, March 30, 1932.

STATEMENT OF COMPLETED WORK

Original Project

Final Cost of Roadway		$ 63,992.50
Engineering and Contingencies		4,896.04
Total.....		$ 68,888.64
Total Cost on Which Fed. Aid was Computed		$ 67,891.24
Federal Aid Paid on Roadway (Fiscal Years 1922 and 1923)		$ 41,506.48
Length of Project (gross)		15.543 miles
Length of Benson Creek Bridge	30 feet	
Length of Birch Creek Bridge	30 "	
Total.....	60 feet	(Non Participating) .011 miles
Length of Roadway (Net)		15.532 miles
Cost per mile	$ 4,435.27	
Federal Aid paid per mile	2,672.32	

First Reopening

Type I Roadway. - Baker County Line-Slides Regrading (Sta. 0+00 to Sta. 254+50 = 254+55)

Final Cost on Roadway	$ 66,250.77
Engineering and Contingencies	6,158.46
Total.....	$ 72,409.23

Total Cost on Which Federal Aid Was Computed	$ 72,409.23
Total Federal Aid Paid	$ 36,204.61
Total Emergency Advance Funds Paid	$ 36,204.62

Type II Roadway. - Snake River Slides
Regrading, Resurfacing and Bituminous Macadam
Wearing Surface (Sta. 254+55 to 686+56)

Final Cost on Type II Roadway	$ 77,665.60
Engineering and Contingencies	8,167.24
Total.....	$ 85,832.84
Total Cost on Which Federal Aid was Computed	$ 85,432.16
Total Federal Aid Paid	$ 53,164.43

Type III Roadway. - Snake River Slides-Weiser Spur
Regrading, Resurfacing and Bituminous Macadam
(Sta. 686+56 to Sta. 827+00)

Final Cost on Type III Roadway	$ 32,851.45
Engineering and Contingencies	2,624.00
Total.....	$ 35,475.45
Total Cost on which Federal Aid was Computed	$ 35,475.45
Total Federal Aid Paid	20,692.86
Emergency Advance Funds Paid	5,656.18

Revised length of Type I Roadway	~~4.8387~~ miles	4839
" " " Type II Roadway	~~8.0106~~ "	8.010
" " " Type III Roadway	~~2.6578~~ "	2.658
" " " Project (Roadway)	15.507 "	
Original length of Project (")	15.532 "	

Type I Roadway (~~4.838~~ miles):

Cost per mile	$ ~~14,966.76~~ - 14969.67
Federal Aid per Mile	$ ~~7,483.38~~ - 7481.83

Type II Roadway (8.010 miles):

Cost per mile	$ 10,715.71
Federal Aid per Mile	$ 6,637.25

Type III Roadway (~~2.658~~ miles):

Cost per mile	$ ~~13,351.69~~ - 13346.67
Federal Aid per Mile	$ ~~7,788.05~~ - 7785.12

Adjusted Federal Aid paid per mile, (Original Project),

$$2672.32 \times \frac{15.532}{15.507} = \$\ 2,676.62$$

Federal Aid per Mile Allowable on First Reopening:

$$\frac{24,454.69 - 2,676.62}{24,454.69} = .89054$$

.89054 x $18,669.00 = $16,625.49 per mile.

New Work, Type I Roadway

Bituminous Macadam Wearing Surface, Type E-12 (Sta. 0+00 to Sta. 254+50 = 254+55)

4.9	Miles	Preparation of Base	$ 100.00	$ 490.00
6,300	cu. yds.	Mineral Aggregate in Place	2.40	15,120.00
380	tons	Asphalt in Place	27.00	10,260.00
50	"	Emulsified Asphalt or Cut-back Asphalt in Place	30.00	1,500.00
1,470	cu. yds.	Gravel Shoulders	0.40	588.00
3,400	yd. mi.	Hauling Gravel Shoulders	0.15	510.00
				$ 28,468.00
			10% Engr. & Cont.	2,846.80
			Total.....	$ 31,314.80

Length	4.839 miles
Cost per mile	$6,472.67

Federal Aid per mile allowable on new work (Type I Roadway)
$ 16,625.49 - $ 7,483.38 = $ 9,142.11

Federal Aid Requested: 62.23% of $ 31,314.80 = $ 19,487.20

SUMMARY

Item	Total Cost	Federal Aid Funds	Emergency Advance Funds	State Funds
Type I Roadway				
New Work	$ 31,314.80	$ 19,487.20	$ --	$ 11,827.60
Original Project	~~21,492.44~~ 21496.88	~~12,949.53~~ 12952.20	--	8,542.91
1st Reop.	72,409.23	36,204.61	36,204.62	--
Total, Type I	$125,216.47	$ 68,641.34	$36,204.62	$ 20,370.51

4883.72

Type II Roadway				
Orig. Project	~~$ 35,588.24~~ 35,583.80	~~$ 21,442.47~~ 21,439.79	$ --	$ 14,145.77
1st Recp.	~~49,832.16~~ 49,832.84	53,164.43	--	32,267.73
Totals, Type II	~~$121,020.40~~ 121,421.08	$ 74,606.90	$ --	$ 46,413.50
Type III Roadway				
Orig. Proj.	$ 11,807.96	$ 7,114.48	$ --	$ 4,693.48
1st Recp.	35,475.45	20,692.86	5,656.18	9,126.41
Totals, Type III	$ 47,283.41	$ 27,807.34	$ 5,656.18	$ 13,819.89
Totals, -				
New Work	$ 31,314.80	$ 19,487.29	$ --	$ 11,827.60
Orig. Proj.	68,888.64	41,506.48	--	27,382.16
1st Recp.	~~193,316.61~~ 193,917.52	110,061.90	41,860.80	41,394.14
All Work	~~$293,520.09~~ 293,920.96	$ 171,055.58	$41,860.80	$ 80,603.90

Lengths used for prorating costs of original project, -

Type I Roadway	4839 ~~4.838~~	miles
" II "	8.016 ~~8.011~~	"
" III "	2.658 ~~2.658~~	"
Total	15.507	"

Oregon State Highway Department — Project No. 67 (2nd Resp.)

BAKER COUNTY LINE-WEISER SECTION

OF THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate accompanying bituminous macadam specifications. Not as basis for modified agreement.)

Salem, Oregon, March 30, 1932.

STATEMENT OF COMPLETED WORK

Original Project

Final Cost of Roadway		$ 63,992.30
Engineering and Contingencies		4,896.04
Total.....		$ 68,888.64
Total Cost on Which Fed. Aid was Computed		$ 67,891.84
Federal Aid Paid on Roadway (Fiscal Years 1922 and 1923)		$ 41,506.48
Length of Project (gross)		15.543 miles
Length of Benson Creek Bridge	30 feet	
Length of Birch Creek Bridge	30 "	
Total.....	60 feet	.011 miles
Length of Roadway (Net)		15.532 miles
Cost per mile	$ 4,435.27	
Federal Aid paid per mile	2,672.32	

First Reopening

Type I Roadway, - Baker County Line-Slides Regrading (Sta. 0+00 to Sta. 254+50 = 254+55)

Final Cost on Roadway	$ 66,250.77
Engineering and Contingencies	6,158.46
Total.....	$ 72,409.23

Total Cost on Which Federal Aid Was Computed	$ 72,409.23
Total Federal Aid Paid	$ 36,204.61
Total Emergency Advance Funds Paid	$ 36,204.62

Type II Roadway. - Snake River Slides
Regrading, Resurfacing and Bituminous Macadam
Wearing Surface (Sta. 254+55 to 686+56)

Final Cost on Type II Roadway	$ 77,665.60
Engineering and Contingencies	8,167.24
Total.....	$ 85,832.84
Total Cost on Which Federal Aid was Computed	$ 85,432.16
Total Federal Aid Paid	$ 53,164.43

Type III Roadway. - Snake River Slides-Heiser Spur
Regrading, Resurfacing and Bituminous Macadam
(Sta. 686+56 to Sta. 827+00)

Final Cost on Type III Roadway	$ 32,851.45
Engineering and Contingencies	2,624.00
Total.....	$ 35,475.45
Total Cost on which Federal Aid was Computed	$ 35,475.45
Total Federal Aid Paid	20,692.86
Emergency Advance Funds Paid	5,656.18

Revised length of Type I Roadway	4.8387 miles
" " " Type II Roadway	8.0106 "
" " " Type III Roadway	2.6578 "
" " " Project (Roadway)	15.507 "
Original length of Project (")	15.532 "

Type I Roadway (4.838 miles):

Cost per mile	$ 14,966.76
Federal Aid per Mile	$ 7,483.38

Type II Roadway (8.010 miles):

Cost per mile	$ 10,715.71
Federal Aid per Mile	$ 6,637.25

Type III Roadway (2.657 miles):

Cost per mile	$ 13,351.69
Federal Aid per Mile	$ 7,788.05

Adjusted Federal Aid paid per mile, (Original Project),

$$2672.32 \times \frac{15.532}{15.507} = \$\ 2,676.62$$

Federal Aid per Mile Allowable on First Reopenings:

$$\frac{24,454.69 - 2,676.62}{24,454.69} = .89054$$

.89054 x $18,669.00 = $16,625.49 per mile.

New Work, Type I Roadway

Bituminous Macadam Wearing Surface, Type B-12 (Sta. 0+00 to Sta. 254+50 = 254+55)

4.9	Miles	Preparation of Base	$ 100.00	$ 490.00
6,300	cu. yds.	Mineral Asphalt in Place	2.40	15,120.00
380	tons	Asphalt in Place	27.00	10,260.00
50	"	Emulsified Asphalt or Cut-back Asphalt in Place	30.00	1,500.00
1,470	cu. yds.	Gravel Shoulders	0.40	588.00
3,400	yd. mi.	Hauling Gravel Shoulders	0.15	510.00
				$ 28,468.00
		10% Engr. & Cont.		2,846.80
		Total.....		$ 31,314.80

Length 4.838 miles
Cost per mile $6,472.67

Federal Aid per mile allowable on new work (Type I Roadway)
$ 16,625.49 - $ 7,483.38 = $ 9,142.11

Federal Aid Requested: 62.23% of $ 31,314.80 = $ 19,487.20

SUMMARY

Item	Total Cost	Federal Aid Funds	Emergency Advance Funds	State Funds
Type I Roadway				
New Work	$ 31,314.80	$ 19,487.20	$ --	$ 11,827.60
Original Project	21,492.44	12,949.53	--	8,542.91
1st Reop.	72,409.23	36,204.61	36,204.62	--
Total, Type I	$125,216.47	$ 68,641.34	$36,204.62	$ 20,370.51

PR67

Form 31—D-1[illegible]—4M—4-29.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec 28, 1929, 192...

Job name Snake River -Slides — Week from Dec22 to Dec 28

Mail address Baker Oregon.

Highway Old Oregon Trail — Telegraph or telephone address Baker Oregon.

County Malheur — Job prefix 23rK — Express and freight address Baker Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

A fog has been hanging over this part of the country making it difficult for screening maintenance material this week.

The crushing plant has operated periodically all week and when not crushing, the crew have been working in the quarry.

The contractor seems to be rather discouraged and wants to close his plant down untill spring.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 8.0

Miles partially done .....

Total cubic yards in project 37620

Cubic yards produced to date 25900

Average daily yardage produced this week 71

Average daily yardage necessary to complete on time time expired

Contractor's average force for week 14 *men,*

..... *teams,* 4 *trucks*

Project will be completed about Jan 31, 1930

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23 pk *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 33—D-1283—432—4-30.

PR67
NOTED
State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec 21, 1929, 192...

Job name Snake River Slides — *Week from* Dec 15, *to* Dec 21.

Mail address Baker Oregon.

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Ore

County Malheur — *Job prefix* 23PK — *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions from Division Engineer, changes in personnel of party, etc.:

The weather conditions have been bad this week, for crushing and screening maintenance material, approximately 13" of wet snow fell this week on this section.

The crushing plant has operated periodically all week, and when not crushing, the crew have been working in the quarry.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 8.0

Miles partially done .....

Total cubic yards in project 28000

Cubic yards produced to date 25400

Average daily yardage produced this week 127

Average daily yardage necessary to complete on time time expired

Contractor's average force for week 14 *men,*

..... *teams,* 4 *trucks*

Project will be completed about Jan 1st, 1930

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 83-K *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 50—D-1[illegible]—4M—4-30.

PR 67

NOTE

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec 14, 1929, 193[illegible]

Job name Snake River-Slides — Week from Dec 8, to Dec 14

Mail address Baker Ore

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23[illegible]A — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This crushing plant has worked only the first two days of this week, being closed down the balance of the week on account of rain.

The contractor is getting considerable rock shot up so that when the weather clears up he should get good production.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 8.0

Miles partially done .....

Total cubic yards in project 28000

Cubic yards produced to date 24510

Average daily yardage produced this week 44

Average daily yardage necessary to complete on time time expired

Contractor's average force for week 14 *men,*

4 *teams,* ..... *trucks*

Project will be completed about Jan 1st, 1930

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23FK ..... *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 16—D-12307—AM—4-29.

P867

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FILED

Engineer

Date Dec 7, 1929, 193...

Job name Snake River Slides — Week from Dec 1st to Dec 7

Mail address Baker Ore

Highway Old Ore Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23FK — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The crushing plant was idle one day this week for repairs, otherwise good progress is being made, and with good weather should be able to complete the contract by January 1st 1930.

The weather this week has been ideal for crushing and dry screening maintenance material.

RECEIVED
DEC 10 1929
DIVISION
STATE HIGHWAY

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project Completed

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 8.0

Miles partially done .....

Total cubic yards in project 28000

Cubic yards produced to date 24200

Average daily yardage produced this week 150

Average daily yardage necessary to complete on time time expired

Contractor's average force for week 14 *men,*

..... *teams,* 4 *trucks*

Project will be completed about Jan 1st, 1930

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23PK ..... *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 38—D-[illegible]—4M—4-29.

PR 67
NOTED
State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov 30, 1929, 192...

Job name Snake River-Slides — Week from Nov 24 to Nov 30

Mail address Baker Oregon.

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23PK — Express and freight address Baker Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The entire road is now completed and the plant is crushing maintenance material.

The crushing plant is making good progressn and with good weather should be able to complete the contract by Janurary 1st, 1930

The weather this week has been ideal for crushing.

[illegible] DEC 3 1929 [illegible]

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project ..... Completed

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 8.0

Miles partially done .....

Total cubic yards in project 28000

Cubic yards produced to date 23150

Average daily yardage produced this week 193

Average daily yardage necessary to complete on time ..... time expired

Contractor's average force for week ..... 14 men,

..... teams, ... 3 trucks

Project will be completed about ..... Jan 1st 1930

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... 23PK ..... *Percentage* 100

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

#1085

PR67

November 28, 1939

J. W. & J. R. Hillstrom,
1227 North 9th Street,
Marshfield, Oregon.

Dear Sirs:

We have your application for an extension of time to January 31st, 1940 on your contract No. 1085 - Snake River Slides Section of the Old Oregon Trail in Malheur County.

Please be advised that before your application for further extension of time on this contract can be accepted and acted upon by the State Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with this contract. Please give this matter your early attention.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

M. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

Form 10—D-[illegible]—4M—1-28.

PR67

OREGON STATE HIGHWAY DEPARTMENT

State Highway Engineer

FIELD ENGINEER'S WEEKLY REPORT

Date November 28, 1929

Job name Snake River Slides section — Week from Nov 17 to Nov 23

Mail address Baker, Oregon

Highway Old Oregon Trail — Telegraph or telephone address Baker, Ore

County Malheur — Job prefix 23 P K — Express and freight address Baker, Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

All of next week will be required to finish the rock shoulders which will complete the road work.

The plant is now srushing maintenance material, and with good weather should be completed by the first of the year.

The weather this week has been excellent for crushing rock and dry screening.

RECEIVED
NOV 26 1929
OREGON

(See back of this sheet for instructions and detailed information)

Signed J. M. Bishop

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project ....Completed....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project ....8.0....

Miles completed ....8.0....

Miles partially done .....

Total cubic yards in project ....28,000....

Cubic yards produced to date ....21,800....

Average daily yardage produced this week ....150....

Average daily yardage necessary to complete on time ....886....

Contractor's average force for week ....14.... *men,*

..... *teams,* ....3.... *trucks*

Project will be completed about ....Jan 1,1930....

Number of men in Engineering Party ....1....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulder's completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ....23 P K.... *Percentage* ....100....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 10—D-5587—436—4-29.

PF 67

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov 16 1929, 192...

Job name Snake River Slides — *Week from* Nov 10 *to* Nov 16

Mail address Baker Ore

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Ore

County Malheur — *Job prefix* 23PK — *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The road work is all completed with the exceptions of about two miles of ~~road work~~ shoulders to be constructed on one side of the road.

The crushing plant is now crushing maintenance material and delivering it to stock piles.

The weather this week has been ideal for crushing operations.

RECEIVED
NOV 18 1929
OREGON

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project Complete

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 8.0

Miles partially done .....

Total cubic yards in project 28000

Cubic yards produced to date 20750

Average daily yardage produced this week 150

Average daily yardage necessary to complete on time 590

Contractor's average force for week 16 *men,*

..... *teams,* 3 *trucks*

Project will be completed about Jan 1,1930

Number of men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* [illegible] *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR67

Form 30—D. F—27—4M—4-29.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov 9 1929, 192

Job name Snake River-Slides — Week from Nov 3 to Nov 9

Mail address Baker Ore

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 231K — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The road work is all completed with the exceptions of about three miles of shoulders material which the contractor is now working on.

The crushing plant is being overhauled preparatory to crushing maintenance material.

With good weather the contractor should complete this contract by Jan 1st 1930.

(See back of this sheet for instructions and detailed information)

Signed J. M. Bishop

Title Resident Engineer.

PR67

Form 10—D-12287—6M—4-29.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PROTECTED
State Highway Engineer

Date Nov 2, 1929, 192...

Job name Snake River Slides — Week from Oct 27 to Nov 2

Mail address Baker Ore

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23PK — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Another week will just about see the completion of the road surfacing, the grading work is now all completed.

The contractor still has a winters job ahead of him crushing maintenance material.

In ~~xxxxx~~ rainy weather this material will be practally impossiable to screen, as the fines seem to have cementing ~~xxxxxxx~~ qualities.

The weather this week has been ideal construction weather.

RECEIVED
NOV 3 1929
OREGON
STATE HIGHWAY ENGINEER

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project Completed

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about Completed

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 7.3

Miles partially done 0.4

Total cubic yards in project 28000

Cubic yards produced to date 18200

Average daily yardage produced this week 216

Average daily yardage necessary to complete on time 325

Contractor's average force for week 14 *men,*

..... *teams,* 2 *trucks*

Project will be completed about Nov 30, 1929

Number of men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulder's completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23PK ..... *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR61

Form 10—D-1[illegible]—4-16-28.

NOTE!

State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct 26. 1929, 192..

Job name Snake River Slides — Week from Oct 20. to Oct 26

Mail address Baker Oregon.

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23PK — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The grading work under this contract is now all completed with the exceptions of some finishing on the ditches.

The surfacing from the quarry to the east end of the project is all completed and surfacing operations are under way from the quarry to the west end of the project.

Yesterday the contractor started constructing the rock shoulders.

The weather this week has been ideal for donstruction.

RECEIVED
OCT 29 1929
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 8.0

Miles completed except finishing 0

Total cubic yards in project 18000

Cubic yards moved to date 18000

Miles covered by contractor's forces 8.0

Miles cross-sectioned 8.0

Miles cross-sections completed and checked 8.0

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about completed

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 6.8

Miles partially done 0.3

Total cubic yards in project 28000

Cubic yards produced to date 17250

Average daily yardage produced this week 2000

Average daily yardage necessary to complete on time 307

Contractor's average force for week 14 men,

..... teams, 2 trucks

Project will be completed about Nov 30, 1929

Number of men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23-X ..... *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

12467

Form 80—C-16767—2M—12-28

NOTED

State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct 19, 1928, *192*

Job name Snake River-Slides — *Week from* Oct 13 *to* Oct 19

Mail address Baker Oregon.

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Ore

County Malheur — *Job prefix* 23 PK — *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The surfacing is all completed from the quarry to the east end of the project and material is now being spread from the quarry to the west end of the project.

The portion of the road completed has begun to ravel, this is due to the lack of filler and the extreme dry weather.

The contractor now has a fair size crew on the grading work, and by having the crushing plant broke down a couple of days each week is managing to keep the grading completed ahead of the crushing operations.

The weather is excellent for construction work.

(See back of this sheet for instructions and detailed information.)

Signed J. M. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 6.5

Miles completed except finishing 1.5

Total cubic yards in project 18000

Cubic yards moved to date 17700

Miles covered by contractor's forces 8.0

Miles cross-sectioned 8.0

Miles cross-sections completed and checked 6.5

Miles to be remeasured 1.5

Number men in Engineering Party none this week

Contractor's average force for week 10 *men,*

1 *teams,* 1-gas 2-trucks *shovels*

Grading work will be completed about Nov 10, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 6.3

Miles partially done 0.3

Total cubic yards in project 28000

Cubic yards produced to date 15650

Average daily yardage produced this week 146

Average daily yardage necessary to complete on time 290

Contractor's average force for week 10 *men,*

teams, 1 *trucks*

Project will be completed about Nov 30, 1929

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23:K *Percentage* 100
2. *Percentage*
3. *Percentage*
4. *Percentage*

PR 67

Form 88—9767—8M—12-28

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct 12, 1929, *192*

Job name Snake River Slides — *Week from* Oct 6 *to* Oct 12

Mail address Baker Oregon.

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Ore

County Malheur — *Job prefix* 23PK — *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The surfacing is all completed from the quarry to the east end of the project, with the exceptions of the shouldering material. The crushing plant has been closed down for repairs the last three days.

The grading work is finishing up very slowly due to insuficent forces.

The weather during the past week has been ideal.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 3.7

Miles completed except finishing 0.3

Total cubic yards in project [illegible]

Cubic yards moved to date 17000

Miles covered by contractor's forces 8.0

Miles cross-sectioned [illegible]

Miles cross-sections completed and checked [illegible]

Miles to be remeasured [illegible]

Number men in Engineering Party [illegible]

Contractor's average force for week [illegible] *men,*

[illegible] *teams,* [illegible] *steam shovels*

Grading work will be completed about Nov. [illegible]

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project [illegible]

Miles completed [illegible]

Miles partially done [illegible]

Total cubic yards in project [illegible]

Cubic yards produced to date [illegible]

Average daily yardage produced this week [illegible]

Average daily yardage necessary to complete on time [illegible]

Contractor's average force for week [illegible] *men,*

[illegible] *teams,* [illegible] *trucks*

Project will be completed about [illegible]

Number of men in Engineering Party 1

SURVEYS

Total mileage of section to be surveyed [illegible]

Miles of preliminary staked [illegible]

Miles of location staked [illegible]

Per cent of field work complete [illegible]

Per cent of office work complete [illegible]

Number of days worked on this project [illegible]

Number of men in party [illegible]

Salary expense this week [illegible]

All other expense this week [illegible]

Previous total expenditure this survey [illegible]

Total expenditure including this week [illegible]

Survey will be completed about [illegible]

Completed survey will cost about [illegible]

Per mile cost of survey will be about [illegible]

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project [illegible]

Miles paving completed [illegible]

Total square yards in project [illegible]

Square yards completed to date [illegible]

Average daily square yards this week [illegible]

Miles shoulders completed both sides [illegible]

Contractor's average force for week [illegible] *men,*

[illegible] *teams,* [illegible] *trucks*

Job will be completed about [illegible]

Number of men in Engineering Party [illegible]

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* [illegible] *Percentage* 100
2. [illegible] *Percentage* [illegible]
3. [illegible] *Percentage* [illegible]
4. [illegible] *Percentage* [illegible]

PR 67

NOTED
State Highway Engineer

NOTED
State Highway Engineer

Form 89—C-10767—2M—12-28

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct 5, 1929, 192

Job name Snake River Slides

Week from Sept 29 *to* Oct 5

Mail address Baker Ore

Telegraph or telephone address Baker Ore

Highway Old Oregon Trail

Express and freight address Baker Ore

County Malheur *Job prefix* 231K

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The base course is now completed from the quarry to the east end of the project with the top about eight hundred feet behind. The base course will now start west of the quarry, some rock work west of the quarry on the grading portion of the contract has not been completed and it will be necessary to stop surfacing operations when the surfacing gets up to this point. The contractor has undoubtabley lost cosiderable money on his grading and I understand is in tight quarters financially.

(See back of this sheet for instructions and detailed information.)

Signed J. W. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 5.5

Miles completed except finishing 0.3

Total cubic yards in project 18000

Cubic yards moved to date 17500

Miles covered by contractor's forces 8.0

Miles cross-sectioned 8.0

Miles cross-sections completed and checked 5.0

Miles to be remeasured 3.0

Number men in Engineering Party none this week

Contractor's average force for week 4 *men,*

- *teams,* -- *steam shovels*

Grading work will be completed about Nov 30, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 5.6

Miles partially done 0.3

Total cubic yards in project 28000

Cubic yards produced to date 13950

Average daily yardage produced this week 221

Average daily yardage necessary to complete on time 251

Contractor's average force for week 14 *men,*

teams, 2 *trucks*

Project will be completed about Nov 30, 1929

Number of men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23-K *Percentage* 100
2. *Percentage*
3. *Percentage*
4. *Percentage*

PR67

October 2, 1929.

Mr. W. H. Lynch, District Engineer
Bureau of Public Roads,
Box 2900
Portland, Oregon.

Dear Sir:

We are submitting herewith detailed specifications for the bituminous macadam wearing surface which we propose to construct on the Snake River Slides Section of the Old Oregon Trail, Federal Aid Project # 67, Baker County.

We are also submitting specifications for the preliminary oiling of the macadam base, a revised estimate to be used as a basis for the project agreement, and cost analyses for the oiling work and the bituminous macadam wearing surface construction.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. H. Probert
Office Engineer

HHP:AP

Oregon State Highway Department

Project No. 67 (Re-opened)

BAKER COUNTY LINE-PRAIRIE SECTION OF THE OLD OREGON TRAIL

IN BALDUR COUNTY

(Substitute estimate for vouchering. Based on contract prices for widening and re-surfacing, and estimated prices for construction of bituminous macadam wearing surface of the Snake River Slides Section.)

Salem, Oregon, October 1, 1929.

Completed Work As Shown by Final Voucher

Final Cost of Roadway	$ 63,992.60
Engineering and Contingencies	4,896.04
Total Cost of Completed Work	$ 68,888.64
Federal Aid Paid on Roadway (Total F.A. Fiscal year 1922)	$ 41,506.48

Length of Roadway - 15.54 miles
Cost per mile $4,432.28
Federal Aid Paid per Mile $2,670.94

NEW WORK - ROADWAY (Sta. 854+54.0 to Sta. 988+56.0).

All Required			
	Clearing and Grubbing	-	$ 50.80
1,900 cu.yds	Common Excavation	.35	665.00
2,400 cu.yds	Intermediate Excavation	.70	1,680.00
1,700 cu.yds	Solid Rock Excavation	1.00	1,700.00
11,500 cu.yds	Excav. Single Classif.	.35	4,025.00
8,250 yd.sta.	Overhaul	.05	412.50
4,700 cu.yds	Truck Haul	.20	940.00
100 lin.ft	12" Corr. Galv. Iron Pipe	2.50	250.00
30 lin.ft	18" Corr. Galv. Iron Pipe	4.00	200.00
34 lin.ft	24" Corr. Galv. Iron Pipe	6.00	204.00
20 lin.ft	36" Corr. Galv. Iron Pipe	7.00	140.00
12,800 cu.yds	Base Course Resurfacing	1.10	14,080.00
4,000 cu.yds	Top Course Resurfacing	1.15	4,600.00
2,200 cu.yds	Rock Shoulder	.50	1,600.00
2,000 cu.yds	Earth Filler	.25	500.00
42,000 yd.mi.	Hauling Broken Stone (Tr. Mens)	.17	7,140.00
10,000 yd.mi.	Hauling Rock Shoulder Material	.17	1,700.00
5,000 yd.mi.	Filler Haul	.17	850.00
35,000 sq.yds	Oiling (State Forces)	.045	3,825.00

Bituminous Macadam Aggregates

1,900 cu.yds	Gr. "A" Matls in Stock Pile	1.20	2,100.00
900 cu.yds	Gr. "BC" Matls in Stock Pile	1.15	1,035.00
4,200 cu.yds	Gr. "D" Matls in Stock Pile	1.10	4,620.00
300 cu.yds	Sand	—	—
11,200 cu.yds	Hauling Br. Stone (Pile Mean)	.17	1,904.00

Construction of Bituminous Macadam Wearing Surface:

110,000 gal.	No. 3 Oil (F.O.B.Huntington)	$ 0.084	$ 9,240.00
7,200 sq.yds	Constr. Bit. Mac. Wearing Surf.	2.60	18,720.00
	Sub-total		$27,960.00
	10% Engrg & Cont.		2,796.00
	Total		$30,756.00

Length of Reopened portion (Snake River Slides Section) 8.001 miles
Cost per mile - new work $11,306.65
Federal Aid Allowable on new work:

(24,454.69 - 2,670.94) ÷ 24,454.69 = .890780 deficiency
.890780 x $18,658.00 = $16,620.97 per mile allowable fiscal year 1929.
Total F. A. allowable, 8.001 x $16,629.97 = $133,056.38

Federal Aid Requested - $55,298.38

Federal Aid Recommended - $55,298.38

- S U M M A R Y -

Item	Total Estimated Cost	Federal Aid	State Funds	Length
Re-opened Portion:				
Old Work (Roadway)	$35,408.34	$21,370.22	$14,038.12	8.001
New Work (Roadway)	90,464.65	53,298.38	36,166.17	8.001
	$ 125,872.99	$ 76,668.60	$ 49,204.29	8.001
Non Re-opened Portion:				
Old Work (Roadway)	$ 33,480.20	$ 20,136.26	$ 13,284.04	7.539
Grand Total (All)	$ 159,353.19	$ 96,804.86	$ 62,548.33	15.54 Miles

Total Cost per Mile (Reopened Portion) $ 15,739.64
Total F. A. per Mile (" ") 9,582.37

NON-PARTICIPATING ITEMS

3,200 sq.yds	Base Course Resurfacing	$1.10	$ 3,520.00
11,000 cu.yds	Hauling Br. Exc. (Tr. Haul)	.17	$ 1,870.00

C O S T A N A L Y S E S

Snake River Slides Section

Federal Aid Project No. 67

October 1, 1928.

1. **Oiling Macadam Base:**

Items	Cost per Sq.Yd.
Light tar (0.25 gal. @ $0.10)	$ 0.025
Rock (0.002 cu.yds @ $1.50)	0.003
Heating, hauling and spreading tar	0.005
Loading, hauling, spreading rock	0.003
Preparing base	0.003
Moving and setting-up plant	0.002
Traffic control	0.002
Supervision	0.002
Total Cost per sq.yd.	$ 0.045

2. **Construction of Bituminous Macadam Wearing Surface:**

Items	Cost per Cu.Yd.
Preparation of base	$ 0.05
Load and haul aggregate	.65
Spreading and rolling	.55
Heat, load, haul and apply oil	.75
Trim earth shoulders	.10
Traffic control	.05
Supervision	.10
Contingencies and weather delays	.20
Move set-up and dismantle plant	.15
Total cost per cu.yd	$ 2.80

SPECIFICATION FOR OILING OF MACADAM BASE

Snake River Slides Section

Federal Aid Project No. 67

1. Description:- As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications:

2. Width:- 18 feet with extra width as required.

3. Size of Aggregate:- Grade "A" (1/2" to 1/8")

4. Oil:- The cementing agent shall be light tar conforming with A.S.T.M. Specification D-104-27T.

5. Temperatures of Application:- The tar shall be applied at a temperature of 150° F.

6. Construction Procedure:- (a) Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   (b) Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

   (c) Apply light tar at a rate of one-quarter gallon per square yard.

   (d) Spread Grade "A" rock at a rate of .002 cubic yard per square yard.

7. Correction of Defects:- Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

Salem, Oregon,
October 1, 1929.

SPECIFICATION FOR BITUMINOUS MACADAM WEARING SURFACE

SNAKE RIVER SLIDES SECTION

Federal Aid Project No. 67

BITUMINOUS MACADAM WEARING SURFACE

Type of Bituminous Macadam:

The bituminous macadam wearing surface to be constructed on this project shall be of the multiple lift type. Its compacted thickness shall be two and one-quarter inches. The first lift shall consist of Grade "D" rock and No. 3 oil, and shall be approximately one and one-third inches in thickness. The second lift shall consist of Grade "BC" rock, Grade "A" rock and No. 3 oil and shall be slightly less than one-half of an inch in thickness. The third and last lift shall consist of Grade "A" rock, sand and No. 3 oil and shall be slightly less than one-half of one inch in thickness.

Width and Crown:

The width and crown of the wearing surface shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate shall be broken stone or crushed gravel of the kind and quantity hereinafter specified under the head "Mineral Aggregate".

The oil shall be asphaltic road oil (No. 3 oil) conforming in all respects with the specifications given hereinafter under the head "Road Oil". The manner of application of the oil shall also conform with the specifications given under the head "Road Oil".

Preparation of Oiled Macadam Base:

The macadam base, which shall have been previously oiled, shall be repaired as may be necessary to put it in good condition to receive the bituminous macadam wearing surface. Then, immediately before the construction of the wearing surface is commenced, it shall be made clean and free of loose stones, dirt and dust by sweeping with revolving brooms and by such other means as may be necessary.

First Lift of Bituminous Macadam:

The first lift of the bituminous macadam shall consist of an application of No. 3 road oil followed by an application of Grade "D" aggregate. The oil shall be applied upon the prepared and oiled macadam base at a rate of approximately 0.15 gallon per square yard. The aggregate shall be applied at a rate of approximately 0.060 cubic yard per square yard. The aggregate shall

be spread to uniform thickness by means of blade graders, additional materials being added by hand on any bare or thin spots that may appear.

This first lift shall be lightly rolled with a power roller.

Second Lift of Bituminous Macadam:

The second lift of bituminous macadam wearing surface shall consist of an application of No. 3 road oil followed by an application of Grade "BC" aggregate and by an application of Grade "A" aggregate. The oil shall be applied at a rate of approximately 0.75 gallons per square yard. The Grade "BC" aggregate shall be applied at a rate of 0.010 cubic yard per square yard and the Grade "A" aggregate shall be applied at a rate of 0.005 cubic yard per square yard.

This lift shall be thoroughly rolled and broomed, the Grade "A" aggregate being added while the rolling and brooming is in progress. The brooming shall be done with a non-revolving type of broom attached to the roller. After the lift is thoroughly compacted, it shall be allowed to stand under traffic for at least six days.

Third Lift of Bituminous Macadam:

The third lift of the bituminous macadam wearing surface shall consist of an application of No. 3 road oil followed by an application of Grade "A" aggregate and by an application of sand or fine screenings. The oil shall be applied at a rate of 0.375 gallons per square yard. The Grade "A" aggregate shall be applied at a rate of 0.015 cubic yard per square yard, and the sand or fine screenings shall be applied at a rate of 0.003 cubic yard per square yard.

This lift shall be rolled and while the rolling is in progress, the fine aggregate shall be broomed about on the surface. The rolling and brooming shall continue until the oil has hardened and will absorb no more aggregate.

Construction Under Traffic:

Where traffic cannot conveniently be detoured from the section of road in process of construction, the construction of the wearing surface shall be proceeded with in the following manner:

Each day a length of road shall be laid out to be surfaced that day. The oiled macadam base on this length of raod shall then be broomed and made ready for surfacing over one-half of its width, and on this half-width of prepared base, the first lift of the bituminous macadam surfacing shall be placed. Then, while traffic is being handled over this first lift of surfacing, the second half of the oiled base on the length of road to be surfaced that day shall be broomed and made ready for surfacing, and shall have constructed upon it its first lift of bituminous macadam. Traffic shall then be switched back to the second half of the roadway, and the next lift of the

surfacing shall be constructed upon the first half of the roadway. In this manner, each of the lifts of bituminous macadam shall be constructed first on one half width and then on the other half width of the roadway, care being taken to "break joints" each time with the lift or course below and care being taken to avoid any overlapping of the spreads of oil or spreads of rock along the centerline joints.

At the end of the day's run, each lift or course shall be terminated approximately five feet back from the end of the lift or course below it, so as to provide a sort of lapped joint between the work of one day and the work of the following day.

MINERAL AGGREGATES

Aggregates Are in Stock Pile:

The mineral aggregates to be used in the construction of the bituminous macadam wearing surface shall be the broken stone and/or crushed gravel which the State has had produced for the purpose and now holds in stock piles in the vicinity of the project.

The construction of the bituminous macadam wearing surface herein specified shall be understood to include the loading and transporting of the mineral aggregates from the stock piles to the points at which they are incorporated in the wearing surface.

Sizes of Aggregates:

The aggregates shall be of the following grades and sizes:

Grade "A" Materials shall all pass a 1/2 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "BC" materials shall all pass a 1 inch circular ring and be retained on a 1/2 inch circular ring.

Grade "D" materials shall all pass a 2 inch circular ring and be retained on a 1 inch circular ring.

All materials shall be well graded between the limiting sizes.

Sand:

The aggregate referred to in the foregoing specifications as "sand" may be either sand or screenings, all of which will pass a screen having one-eighth inch square openings.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will

give a uniform spread over a width equal to one-half of the width of the wearing surface.

When spreading aggregate over freshly spread oil, the trucks shall be run backward so that the oil will be covered with aggregate before the truck wheels come upon it.

ROAD OIL

Description:

Oil furnished under these specifications shall be called No. 3 oil, and it shall be made from an asphaltic base oil. It shall be either a naturally homogeneous oil or a homogeneous residue from oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter. It shall conform with the following requirements:

Asphaltic Residue of 80 Penetration	minimum	94%
Viscosity, Float Test at 122° F.	minimum	225 sec.
Flash Point, Cleveland Open Cup Test	minimum	425
Water and Sediment	maximum	1½%
Water	maximum	1%
Sediment	maximum	1 %
Bitumen (soluble in Carbon Bisulphide)	minimum	99%
Bitumen (soluble in Carbon Tetrachloride)	minimum	99.65%
Bitumen Insoluble in 86° B paraffin naphtha	minimum	6
Bitumen Insoluble in 86° B paraffin naphtha	maximum	27
Penetration of Residue after loss on heating at 163° C. for 5 hrs.	minimum	150

Test Methods:

In the testing of oils, the methods used shall be as prescribed by the American Society for Testing Materials (A.S.T.M.) under the following serial designations:

Asphaltic Residue of 80 Penetration	Serial Designation	D243-26
Viscosity, Float Test at 122° F.	"	D139-27
Flash Point, Cleveland Open Cup	"	D 92-24
Water & Sediment, centrifuge Method	"	D 96-28
Water	"	D 95-27
Bitumen (soluble in Carbon Bisulphide)	"	D 4-27
Bitumen (soluble in Carbon Tetrachloride)	"	D165-27
Loss on Heating	"	D 6-27
Penetration of Bituminous Materials	"	D 5-25

Bitumen insoluble in 86 deg. paraffin naphtha shall be determined by the method described in U. S. Dept. of Agriculture Bulletin 1216, revised September, 1928.

(Standard 1-29)

Manner and Method of Application of Oil:

The No. 3 road oil shall, at the time it is spread, have a temperature of approximately 375 degrees F. It shall be spread only when the air temperature is above 50 degrees F. Oil that has been overheated or "burned" shall not be used in the work.

The oil shall be spread by means of a pressure destributor which will satisfactorily make the distributions of oil required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of oil over a width equal to one-half of the width of the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tackometer to determine the speed so that the rate of spread of oil can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of oil at the junction of two applications, the distribution shall be promptly stopped when the flow of oil begins to thin just before the tank is empty. Each time that the application of oil from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of oil shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application of the oil, any spots are missed, oil shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

MISCELLANEOUS PROVISIONS

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than 10 tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlap each preceding track and cover the entire surface as many times as is necessary to thoroughly consolidate the stone.

(Standard 1-29)

Surface Evenness:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from the true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of oil or rock or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface and rock shoulders as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

MEASUREMENT AND PAYMENT

For the construction of the bituminous macadam wearing surface as above specified, exclusive only of the furnishing of the mineral aggregates which, as hereinbefore stated, have been produced and stockpiled in the vicinity of the project under a prior contract, payment will be made at the stipulated prices for the following items:

1. No. 3 Oil (F. O. B. nearest rail point)
2. Construction of Bituminous Macadam Wearing Surface.

The quantities of oil to be paid for shall be the number of gallons used in the work as determined by measurement in the cars.

The quantity to be paid for under the item "Construction of Bituminous Macadam Wearing Surface", shall be the number of cubic yards of mineral aggregate actually inforporated in the work, the quantities to be measured in the trucks at the points of loading.

(Standard 1-29)

PR69

Form 89—C-10767—2M—12-28

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
State Highway Engineer

Date Sept 28, 1929, 192

Job name Snake River Slides — *Week from* Sept 22 *to* Sept 28

Mail address Baker Oregon.

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Ore

County Malheur — *Job prefix* 23EK — *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The surfacing this week has progressed about average. We had a light shower whiched helped considerable on the sprinkling.

The grading is finishing up very slowly, the contractor has only three men hand finisHing when he should have a crew of at least, fifteen men.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 5.0

Miles completed except finishing 3.0

Total cubic yards in project 15000

Cubic yards moved to date 17400

Miles covered by contractor's forces 8.0

Miles cross-sectioned 4.0

Miles cross-sections completed and checked 3.0

Miles to be remeasured 3.0

Number men in Engineering Party none this week

Contractor's average force for week 3 *men,*

teams, *steam shovels*

Grading work will be completed about Nov 30, 1919

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 9.0

Miles completed 1.9

Miles partially done 0.3

Total cubic yards in project 33000

Cubic yards produced to date 1940

Average daily yardage produced this week

Average daily yardage necessary to complete on time 44

Contractor's average force for week 14 *men,*

teams, 2 *trucks*

Project will be completed about Nov 30, 1919

Number of men in Engineering Party 2

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 25 PK *Percentage* 100
2. *Percentage*
3. *Percentage*
4. *Percentage*

Form 20—D-11237—4M—4-29.

PR61

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 21, 1929 *192*

Job name Snake River Slides — *Week from* Sept 15 *to* Sept 21

Mail address Baker Ore

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Ore

County Malheur — *Job prefix* 231K — *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This section is looking a lot better this week, the contractor was required to ~~finish~~ furnish an additional grader, only one power grader has been used, up untill this week, the one grader, subsurfacing, processing and maintaining on a five mile section was not enough.

The finishing work on the grading, is still under way but is finishing up very slowly, eventually we will have an excellent finished road but I dont know when.

The weather this week has been ideal.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 3.0

Miles completed 3.0

Miles completed except finishing 3.0

Total cubic yards in project 18000

Cubic yards moved to date 17400

Miles covered by contractor's forces 3.0

Miles cross-sectioned 3.0

Miles cross-sections completed and checked 3.0

Miles to be remeasured 3.0

Number men in Engineering Party 3.0

Contractor's average force for week 10 *men,*

3 *teams,* ..... *steam shovels*

Grading work will be completed about Nov 30, 19[illegible]

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 4.4

Miles partially done [illegible]

Total cubic yards in project [illegible]000

Cubic yards produced to date 111[illegible]

Average daily yardage produced this week 17[illegible]

Average daily yardage necessary to complete on time [illegible]41

Contractor's average force for week 1[illegible] *men,*

..... *teams,* 2 *trucks*

Project will be completed about [illegible]ov 30, 19[illegible]

Number of men in Engineering Party 3

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* [illegible]rading [illegible] *Percentage* 100
2. [illegible]urfacing [illegible] *Percentage* 0
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 30—D-[illegible]—4M—4-29.

PR 61

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 14. 1929 *19*..

Job name Snake River - Slides — *Week from* Sept 8. 1929 *to* Sept 14

Mail address Baker Oregon.

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Or.

County Malheur — *Job prefix* 23PK — *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has again increased his daily average producing a daily average for the week of 196 Cu. Yds.

The weather has been ideal for crushing rock under contract specifications.

The grading work is finishing up very slow. the contractors prices for grading were entirely to low, also the grading ~~the grading~~ has been handled in a very inefficient manner.

RECEIVED
Sep 17 1929
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 5.0

Miles completed except finishing 3.0

Total cubic yards in project 18000

Cubic yards moved to date 17000

Miles covered by contractor's forces 8.0

Miles cross-sectioned 8.0

Miles cross-sections completed and checked 5.0

Miles to be remeasured 1.0

Number men in Engineering Party

Contractor's average force for week 10 *men,*

3 *teams,* 1-one //// *steam shovels*

Grading work will be completed about Nov 30, 1919

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project

Miles completed

Miles partially done 0.3

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week 14 *men,*

teams, 2 *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* Corn grading *Percentage* 75
2. Mile surfacing *Percentage* 100
3. *Percentage*
4. *Percentage*

PR 67

Form 39—C-10767—8M—12-28

NOTED
State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 7, 1929, 192

Job name Snake River- Slides — Week from Sept 1, to Sept 7,

Mail address Baker Ore

Highway Old Dregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23PK — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This week has shown the largest daily average since the job started, averaging 186 cu. yds. per day for the week, The plant has been working 14 hours per day this week. The weather has been ideal this week. Unless we have a very late fall I doubt if this job will be completed this fall. The grading is coming along very slow due to the small finishing force.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer,

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 5.0

Miles completed except finishing 3.0

Total cubic yards in project 18000

Cubic yards moved to date 17200

Miles covered by contractor's forces 8.0

Miles cross-sectioned 8.0

Miles cross-sections completed and checked 5.0

Miles to be remeasured 3.0

Number men in Engineering Party 3

Contractor's average force for week 19 *men,*

1-cat 1-gas ///// *teams,* ..... *steam shovels*

Grading work will be completed about Nov 3, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 5.0

Miles completed 3.5

Miles partially done 0.2

Total cubic yards in project 28000

Cubic yards produced to date 9500

Average daily yardage produced this week 126

Average daily yardage necessary to complete on time 232

Contractor's average force for week 14 *men,*

2 *teams,* ..... *trucks*

Project will be completed about Nov 3, 1929

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23FK Grading *Percentage* 0
2. 23FK Surfacing *Percentage* 100
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 1217-A

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

PR 67

SALEM OREGON
SEPTEMBER 5, 1929

J. R. HILLSTROM
MAGNOLIA OREGON

REVISED DATE WARRANT IN TODAY'S MAIL.

NOT A CLAIM

failure of the maintenance patrolman to keep the road surface patched. Even though this is under contract, the patrolman has not been relieved from maintaining the road not actually being worked upon, and it is to be expected that he will give it the same attention that he would under ordinary circumstances.

I have your note of several weeks ago stating that the Railroad Company had made arrangements to repair the crossings at Pleasant Valley, and trust that this can be done soon. I have also taken up with Mr. Murray the question of all the other railroad crossings in this division, and he has advised that the Maintenance of Ways engineer will make a report immediately, so that no doubt we can expect some action at Pleasant Valley and Lime aside from the temporary repairs which they are going to do at Pleasant Valley. We are asking that they install their standard bituminous crossings everywhere.

Very truly yours,

H C Smith

Division Engineer.

HCS:CW

cc Roy A. Klein.

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
CLT = Cable Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 1937 Sat 5 PM 2 32

PR 67

PR118 10 XU=MARSHFIELD ORG 5 221P

ROY KLEIN=

CARE STATE HIGHWAY COMMISSION SALEM ORG=

NEED STATE CHECK BADLY WHEN WILL WE RECEIVE SAME WIRE=

J R HILLSTROM.

warrant for $ 6,211.37 mailed to marshfield today
GS

ANSWERED
H. B. G.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

FILE NO. Pavilion to Marsh

Kindly investigate to see if the large holes and depressions left in the surface are due to the contractor or failure of the maintenance patrolman to keep the road surface patched. Even though this is under contract, the patrolman has not been relieved from maintaining the road not actually being worked upon, and it is to be expected that he will give it the same attention that he would under ordinary circumstances.

I have your note of several weeks ago stating that the Railroad Company had made arrangements to repair the crossings at Pleasant Valley, and trust that this can be done soon. I have also taken up with Mr. Murray the question of all the other railroad crossings in this division, and he has advised that the Maintenance of Ways engineer will make a report immediately, so that no doubt we can expect some action at Pleasant Valley and Lime aside from the temporary repairs which they are going to do at Pleasant Valley. We are asking that they install their standard bituminous crossings everywhere.

Very truly yours,

H H Smith

Division Engineer.

HCS:CW

cc Roy A. Klein.

COMMISSIONERS
H. B. VAN DUZER, PENDLETON, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, SALEM

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR 61

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

August 31, 1929.

Mr. J. N. Bishop,
Resident Engineer,
Baker, Oregon.

Dear Sir:

The attached is a letter from Mr. Klein in which he states that a complaint is being made regarding the regrading and resurfacing on the Snake River Slide Section, and that it is not kept in a suitable condition for travel.

The contractor should make arrangements so that the rock is spread in a more uniform manner and filler kept up as close to the front as he is able to work.

I think this also applies to Joslin & McAllister's job where the rock is being dumped by the night shift. On one early morning trip I noticed that the rock was quite hard to get through and arrangements should be made to keep it spread down so that the axles will not drag.

Kindly investigate to see if the large holes and depressions left in the surface are due to the contractor or failure of the maintenance patrolman to keep the road surface patched. Even though this is under contract, the patrolman has not been relieved from maintaining the road not actually being worked upon, and it is to be expected that he will give it the same attention that he would under ordinary circumstances.

I have your note of several weeks ago stating that the Railroad Company had made arrangements to repair the crossings at Pleasant Valley, and trust that this can be done soon. I have also taken up with Mr. Murray the question of all the other railroad crossings in this division, and he has advised that the Maintenance of Ways engineer will make a report immediately, so that no doubt we can expect some action at Pleasant Valley and Lime aside from the temporary repairs which they are going to do at Pleasant Valley. We are asking that they install their standard bituminous crossings everywhere.

Very truly yours,

H G Smith

Division Engineer.

HGS:OW

cc Roy A. Klein.

Form 30—D-1927—4M—1-29.

OREGON STATE HIGHWAY DEPARTMENT

PR 67

FIELD ENGINEER'S WEEKLY REPORT

Date August 31. 1929. 192

Job name Snake River-Slides — Week from Aug 25 to Aug 31

Mail address Baker Oregon.

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23PK — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The rough grading is completed on this section, but the ditching and fine finishing is coming very slow.

The surfacing is going as fast as can be expected considering the quarry, and is making a good road.

The contractor is operating the plant 14 hours and hauling on the road 11 and 12 hours.

The weather has been ideal for crushing rock this week.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 5.0

Miles completed except finishing 3.0

Total cubic yards in project 18000

Cubic yards moved to date 17100

Miles covered by contractor's forces 8.0

Miles cross-sectioned 6.0

Miles cross-sections completed and checked 5.0

Miles to be remeasured 3.0

Number men in Engineering Party 3

Contractor's average force for week 13 *men,*

1-cat *teams,* 1-[illegible] *steam shovels*

Grading work will be completed about Nov 30, 1919

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project [illegible].0

Miles completed [illegible] 2.9

Miles partially done 0.2

Total cubic yards in project [illegible]

Cubic yards produced to date [illegible]

Average daily yardage produced this week 166

Average daily yardage necessary to complete on time [illegible]9

Contractor's average force for week [illegible] *men,*

teams, 2 *trucks*

Project will be completed about Nov [illegible]

Number of men in Engineering Party 2

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* [illegible] *Percentage* 0
2. [illegible] *Percentage* 100
3. *Percentage*
4. *Percentage*

August 30, 1929.

Mr. H. G. Smith,
Division Engineer,
State Highway Department,
Box 908,
La Grande, Oregon.

Dear Sir:

I am advised by a person whom I deem very reliable that conditions on contract No. 1035, regrading and resurfacing the Snake River Slides Section of the Old Oregon Trail in Malheur County are not such as might be reasonably expected on a state highway resurfacing job.

This person reports that on Saturday afternoon, August 24th, he passed over a portion of this work where between forty and fifty loads of rock had been dumped and partially spread by the trucks but had not been bladed, leaving a series of bumps which were extremely rough. This was about five o'clock in the afternoon and apparently the crew had pulled off and no further work would be done that evening and possibly the same condition carried through the next day (Sunday).

It was also reported that there were some places which were quite narrow because of widening operations which were not adequately protected by signs. At another place it was reported that there were large holes and depressions left in the present surface which were exceedingly rough and dangerous.

Will you please see that the work on this job is carried out as contemplated in the specifications and that travel along this road is adequately protected?

The same party reports that the crossing of the wye tracks at Pleasant Valley is very rough.

Very truly yours,

State Highway Engineer.

RAK:HI

Form 30—D-1[illegible]—4M—4-29.

PR 67

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Aug 24, 1929, 192...

Job name Snake River-Slides — Week from Aug 18 to Aug 24

Mail address Baker Ore

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23PK — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The riugh grading is practilly completed but considerable ditching and finishing is yet required to bring the road to a state of completion.

The contractor is useing a gas shovel with obsolete heavy trucks for hauling which slows up the shovel operation. also makes it difficult to spread the correct amount of material in light shouldering work.

The surfacing work is progressing in a satifactory manner, the contractor operating the plant about 14 hours ~~xxxx~~ and hauling on the road 11 and 12 houfs.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 9.0

Miles completed 5.0

Miles completed except finishing 5

Total cubic yards in project 18000

Cubic yards moved to date 10000

Miles covered by contractor's forces 8.0

Miles cross-sectioned 5.0

Miles cross-sections completed and checked 5.0

Miles to be remeasured 0

Number men in Engineering Party 3

Contractor's average force for week ..... 18 *men,*

..... 1-cat ..... [redacted], ... 1-[redacted] ..... [redacted] *steam shovels*

Grading work will be completed about ..... Nov 30, 192[redacted] .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 0

Miles completed 4

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party 1

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... grading ..... *Percentage* 50
2. [redacted] ..... *Percentage* 100
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PK 67

Form 39—D-[illegible]—4M—4-29.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
State Highway Engineer

Date August 17. 1929, 192...

Job name Snake River Slides — Week from Aug 11 to Aug 17

Mail address Baker Ore

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23 PK — Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The rough grading on this section is practally completed, but several weeks time will be required to complete the finishing. The grading work on this section has all been done with a gas shovel and trucks.

The surfacing work on this section is going as good as can be expected working only the one shift, however it would seem adviseable to work two shifts during the long daylight in the semmer.

The material is setting up and making an exellent completed road.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

PR 67

Form 31—C 767—2M—12-28

NOTED
State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 10, 1929, 192

Job name Snake River Slides Section — Week from Aug 4, to Aug 10,

Mail address Baker Ore

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23 PH — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The finishing on the ditching and shoulders widening is considerable behind, but in a few weeks the rough work will be completed which will give an extra force for finishing.

The surfacing is going along satisfactory, the contractor working but one shift the last of the week.

One rockchecker has been transferred to La Grande the contractor decided to finish the job with but one shift.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 5.0

Miles completed except finishing 2.5

Total cubic yards in project 17000

Cubic yards moved to date 15700

Miles covered by contractor's forces 6.0

Miles cross-sectioned 8.0

Miles cross-sections completed and checked 5.0

Miles to be remeasured 3.0

Number men in Engineering Party 3

Contractor's average force for week 18 *men,*

1-cat ~~teams~~ 1-cmp ~~steam~~ *shovels*

Grading work will be completed about Nov 30, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 3.0

Miles completed 1.7

Miles partially done 0.5

Total cubic yards in project 2900

Cubic yards produced to date 490

Average daily yardage produced this week 161

Average daily yardage necessary to complete on time 200

Contractor's average force for week 11 *men,*

teams, ~~x~~ 2 *trucks*

Project will be completed about Nov 30, 1929

Number of men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* Rock Grading *Percentage* 50
2. S.M. Surfacing *Percentage* 100
3. *Percentage*
4. *Percentage*

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 5.0

Miles completed except finishing 2.0

Total cubic yards in project 17000

Cubic yards moved to date 16394

Miles covered by contractor's forces //99// 8.0

Miles cross-sectioned 8.0

Miles cross-sections completed and checked //0/ 4.0

Miles to be remeasured 4.0

Number men in Engineering Party 3

Contractor's average force for week 18 *men,*

teams, 1-cat 1-gas x-x-x *shovels*

Grading work will be completed about Nov 30, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8

Miles completed 1.2

Miles partially done 0.4

Total cubic yards in project 28000

Cubic yards produced to date 3770

Average daily yardage produced this week 146

Average daily yardage necessary to complete on time 213

Contractor's average force for week 11 *men,*

teams, 2 *trucks*

Project will be completed about Nov 30, 1929

Number of men in Engineering Party 1

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23iK Grading *Percentage* 60
2. 23PK surfacing *Percentage* 100
3. *Percentage*
4. *Percentage*

Form 89—C (767—2M—12-28

P 867

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Aug 3, 1929, *192*

Job name Snake River - Slides — *Week from* July 28 *to* Aug 3

Mail address Baker Oregon.

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Ore

County Malheur — *Job prefix* 23 PK — *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The widening on this section is going rather slow but think it is far enough ahead so as not to delay the surfacing.

Good progress is being made on the surfacing. the contractor is working 14 hours and will soon start two ten hour shifts.

The rock is of good quality.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project 2.0

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* 20
2. ..... *Percentage* 100
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 80—(9767—4M—12-28

PR67

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 27. 1929, 192

Job name Snake River Slides-Section

Week from July 21 to July 27

Mail address Baker Ore

Highway Old Oregon Trail

Telegraph or telephone address Baker Ore

County Malheur Job prefix 23PK

Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The widening on this section is going rather slow although the grading in far enough ahead of the surfacing that I dont anticipate any delay, on the surfacing.

The surfacing is progressing very satifactory with a daily average of 156 Cu Yds for one shift. The contractor intends working two shifts beginning next week.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 30—C-10767—12M—12-28

PR 67

OREGON STATE HIGHWAY DEPARTMENT
FIELD ENGINEER'S WEEKLY REPORT

Date July 20, 1929, 192...

Job name Snake River Slides — Week from July 14 to July 20

Mail address Baker Ore

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23PK — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The grading work on this job is progressing very satifactory. four miles being completed with good looking slopes and ditches.

The crusher started production Wednesday and have spent most of the time to date adjusting and regulating the plant, but think they will get a good average daily production when under way.

The contractors expect to start a night shift in about ten days.

RECEIVED
JUL 23 1929
OREGON
STATE HIGHWAY COMMISSION

Signed J. N. Bishop

Title Resident Engineer.

(See back of this sheet for instructions and detailed information.)

Form 39—C-10767—2M—12-28

GRADING CONSTRUCTION

Total miles of grading in project ..... 2.0 .....

Miles completed ..... 1.0 .....

Miles completed except finishing ..... 1.0 .....

Total cubic yards in project ..... 17[illegible]0 .....

Cubic yards moved to date ..... 1[illegible] .....

Miles covered by contractor's forces ..... 0.0 .....

Miles cross-sectioned ..... 1.0 .....

Miles cross-sections completed and checked ..... 0.0 .....

Miles to be remeasured ..... 0.0 .....

Number men in Engineering Party ..... 2 .....

Contractor's average force for week ..... 18 ..... *men,*

..... 3 ..... *teams,* 1-out 1-[illegible] ..... *shovels*

Grading work will be completed about ..... Nov 30, 19[illegible] .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project ..... 0.0 .....

Miles completed ..... [illegible] .....

Miles partially done ..... 0.0 .....

Total cubic yards in project ..... [illegible] .....

Cubic yards produced to date ..... 0.0 .....

Average daily yardage produced this week ..... 0.0 .....

Average daily yardage necessary to complete on time ..... [illegible] .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about ..... [illegible] .....

Number of men in Engineering Party ..... 1 .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

[illegible]RE SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* [illegible] ..... *Percentage* 10[illegible] .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 86—C-10767—2M—12-28

1167

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 13, 1929, 192...

Job name Snake River Slides

Week from July 7 to July 13

Mail address Baker Oregon.

Highway Old Oregon Trail

Telegraph or telephone address Baker Oregon.

County Malheur Job prefix 23PK

Express and freight address Baker Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor is now fine finishing and ditching ffom the quarry to the east of the project, with approximatly one and a half miles completed.

The crusher will be in operation the first of next week.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer.

PR67

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 1.5

Miles completed except finishing 4.0

Total cubic yards in project [illegible]

Cubic yards moved to date [illegible]

Miles covered by contractor's forces [illegible]

Miles cross-sectioned [illegible]

Miles cross-sections completed and checked [illegible]

Miles to be remeasured [illegible]

Number men in Engineering Party [illegible]

Contractor's average force for week 16 *men,*

[illegible] *teams,* [illegible] *steam shovels*

Grading work will be completed about [illegible]

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project [illegible]

Miles completed [illegible]

Miles partially done [illegible]

Total cubic yards in project [illegible]

Cubic yards produced to date [illegible]

Average daily yardage produced this week [illegible]

Average daily yardage necessary to complete on time [illegible]

Contractor's average force for week [illegible] *men,*

[illegible] *teams,* [illegible] *trucks*

Project will be completed about [illegible]

Number of men in Engineering Party [illegible]

INSTRUCTIONS

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SURVEYS

Total mileage of section to be surveyed [illegible]

Miles of preliminary staked [illegible]

Miles of location staked [illegible]

Per cent of field work complete [illegible]

Per cent of office work complete [illegible]

Number of days worked on this project [illegible]

Number of men in party [illegible]

Salary expense this week [illegible]

All other expense this week [illegible]

Previous total expenditure this survey [illegible]

Total expenditure including this week [illegible]

Survey will be completed about [illegible]

Completed survey will cost about [illegible]

Per mile cost of survey will be about [illegible]

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project [illegible]

Miles paving completed [illegible]

Total square yards in project [illegible]

Square yards completed to date [illegible]

Average daily square yards this week [illegible]

Miles shoulders completed both sides [illegible]

Contractor's average force for week [illegible] *men,*

[illegible] *teams,* [illegible] *trucks*

Job will be completed about [illegible]

Number of men in Engineering Party [illegible]

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* [illegible] *Percentage* 0
2. [illegible] *Percentage* 100
3. [illegible] *Percentage* [illegible]
4. [illegible] *Percentage* [illegible]

PR67

Form 19—D-1...7—4M—4-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
JUL 9 1929
OREGON
HIGHWAY COMMISSION

Date July 6, 1929, 193...

Job name Snake River Slides — *Week from* June 30 *to* July 6

Mail address Baker Ore

Telegraph or telephone address Baker Ore

Highway Old Oregon Trail — *Express and freight address* Baker Ore

County Malheur — *Job prefix* 23PK

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor is now working his gas shovel west of the rock quarry which is classified material.

The portion of the project east of the quarry is being finished with teams and fresnos. Cat and ~~Fresno~~ Grader.

It will be necessary to move the shovel back to the east end of the project to clean the ditches, the ditches being 1.5 feet deep.

Monday of next week the scarifing ~~of the roadbed will~~ and trenching will commence for the surfacing.

The surfacing will start about Wensday of next week.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 1.5

Miles completed except finishing 3.0

Total cubic yards in project 17000

Cubic yards moved to date 8000

Miles covered by contractor's forces 5.0

Miles cross-sectioned 8.0

Miles cross-sections completed and checked 2.0

Miles to be remeasured 6.0

Number men in Engineering Party 3

Contractor's average force for week 18 *men,*

2 *teams,* 1-cat 1-gas [illegible] *shovels*

Grading work will be completed about Nov 30, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed Not Started

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23PX *Percentage* 50
2. 94FD *Percentage* 50
3. *Percentage*
4. *Percentage*

PR#

PR67

June 29, 1939

Mr. J. H. Bishop, Resident Engineer
Baker, Oregon

Dear Sir:

For your use in connection with construction operations, we are today sending to you by express the plotted cross sections for the Snake River Slides Section of the Old Oregon Trail. We have no further use for these cross sections in this office.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prebert,
Office Engineer.

SHP:AF

1167

Form 30—D-12[illegible]—4M—1-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 29, 1929 *192*

Job name Snake River Slides — *Week from* June 25 *to* June 29.

Mail address Baker Oregon.

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Ore

County Malheur — *Job prefix* 23-K — *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The shovel is working from the east end of the project towards the crusher camp, picking up the material left from the sloping and ditching.

The rough grading being completed from the quarry to the east end of the project.

The crushing plant is being set up and a crew are bulldosing the boulders in the quarry.

The contractor plans to start the crushing plant on the 5th of July, although I hardly think he will have his ditching and subgrade done by that time.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 0.75

Miles completed except finishing 3.25

Total cubic yards in project 17000

Cubic yards moved to date 6500

Miles covered by contractor's forces 6.0

Miles cross-sectioned 7.0

Miles cross-sections completed and checked none

Miles to be remeasured 8.0

Number men in Engineering Party 3

Contractor's average force for week 18 *men,*

3-trucks t[illegible] 1-gas [illegible] *shovels*

Grading work will be completed about Nov 30, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed not started

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 25[illegible] 94 D *Percentage* 00
2. ..... *Percentage* 100
3. ..... *Percentage*
4. ..... *Percentage*

PR67

Form 10—D-1 (7—4M—4-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 22, 1929, 193

Job name Snake River Slides

Week from June 16 to June 22

Mail address Baker Ore

Highway Old Ore Trail.

Telegraph or telephone address Baker Ore

County Malheur Job prefix 23PK

Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The shovel has gone through from the rock quarry to the east end of the project doing the rough grading and is now going back picking up the material left from the sloping operations. with a finishing crew behind leaving a finished road ready for the surfacing operations.

The crushing plant is being set up and a crew is bulldoseing the boulders in the quarry.

The contractor does'nt anticipate starting the crushing plant for an other three weeks.

(See back of this sheet for instructions and detailed information)

Signed J. N. Burkhart

Title Resident Engineer.

2467

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed 0.5

Miles completed except finishing 5.5

Total cubic yards in project 17000

Cubic yards moved to date 6000

Miles covered by contractor's forces 6.0

Miles cross-sectioned 7.0

Miles cross-sections completed and checked [illegible]

Miles to be remeasured 8.0

Number men in Engineering Party 2

Contractor's average force for week 18 *men,*

3-trucks [illegible], 1-one [illegible] *shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed Not started

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* [illegible] *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

P1'67

Form 30—D-[illegible]—4M—6-29.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED

Date June 15, 1929, 192—

Job name Snake River Slides — *Week from* June 9 *to* June 15

Mail address Baker Ore

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Ore

County Malheur — *Job prefix* 23PK — *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This has been a poor week for grading operation raining most of the week.

This is a sticky gumbo that the shovel is working in now, and can hardly be worked in wet weather.

The contractor shot the quarry last Sunday the rock is excellent road rock but broke blocky and will require considerably bulldoseing.

The contractor is now constructing his bunkers and assembling the crushing plant.

(See back of this sheet for instructions and detailed information)

Signed J. M. Bishop

Title Resident Engineer.

OMMIS

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed ..... none

Miles completed except finishing 3.5

Total cubic yards in project 17000

Cubic yards moved to date 5000

Miles covered by contractor's forces 6.0

Miles cross-sectioned 6.5

Miles cross-sections completed and checked ..... none

Miles to be remeasured 8.0

Number men in Engineering Party 3

Contractor's average force for week ..... 15 men,

3-trucks teams 1-gas shovels

Grading work will be completed about Nov 30, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed ..... not started

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulder's completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 25 K ..... Percentage 10
2. 1 G ..... Percentage 90
3. ..... Percentage .....
4. ..... Percentage .....

Form 87C2—C-3024—3M—9-28

PR 67

OREGON STATE HIGHWAY COMMISSION
MATERIALS DEPARTMENT

LABORATORY REPORT

Project	Snake River Grades Section	**Prefix No.**	2[illegible]
Highway	Old Oregon Trail Highway	**County**	Malheur
Contractor	J. W. and J. R. Hillstrom	**Contract No.** 1985	**F. A. Project No.** 67
Submitted by	Iron Culvert Pipe Co.		**Date reported** June 16, 1929

REPORT ON SAMPLE OF Culvert Pipe Corrugated Galv.

Source of material			
To be used		**Date received**	
Sampled by	R. Kellogg	**Quantity represented**	

TEST RESULTS

Laboratory No. 2[illegible]

Type [illegible]
Certified Analysis [illegible]
Gage OK
[illegible] OK
Corrugations OK
Zinc Coating OK
Rivets and Riveting OK
Asphalt Coating OK-----

[illegible]

RECOMMENDATIONS

Material as represented by this sample ..... **suitable for use.**

TEST REPORT DISTRIBUTION:

- x State Highway Engineer
- x U. S. B. P. R.
- Maintenance Engineer
- Market Road Engineer
- Bridge Engineer
- x Division Engineer
- x Resident Engineer
- County Engineer
- x Files

Engineer of Materials.

Pr 67

Form 30—D-12267—(M)—4-28.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 8. 1929 192

Job name Snake River Slides

Week from June 2. to June 8

Mail address Baker Oregon

Telegraph or telephone address Baker Oregon.

Highway Old Oregon Trail

Express and freight address Baker Oregon.

County Malheur Job prefix 23PK

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor is still working his shovel sixteen hours per day, but is doing only rough grading and sloping the ditching and finishing has not yet been started.

The quarry is all drilled and loaded with 23000 lbs of black powder and will be shot tomorrow at twelve Oclock mountain time.

This would seem an over load, as I doubt the necessity 23000 lbs of powder in the character of rock to be shot.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed none

Miles completed except finishing 3.0

Total cubic yards in project 17000

Cubic yards moved to date 4500

Miles covered by contractor's forces 5.0

Miles cross-sectioned 6.5

Miles cross-sections completed and checked none

Miles to be remeasured 8.0

Number men in Engineering Party 3

Contractor's average force for week 15 men,

3-trucks teams, 1-gas shovels

Grading work will be completed about Nov 30, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed Not Started

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 231K Percentage 50
2. 1G Percentage 50
3. Percentage
4. Percentage

PR 67

Form 30—D-12387—6M—4-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 1st., 1929 *192*

Job name Snake River Slides *Week from* May 26 *to* June 1st

Mail address Baker Oregon

Highway Old Oregon Trail *Telegraph or telephone address* Baker Ore

County ~~Baker~~ Malheur *Job prefix* 23PK *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor is working his shovel sixteen hours per day, but to date has moved very little yardage due to the nature of the work, being very light, with most of the time spent in moving.

The sloping of the cuts is right up with the shovel but the ditching has not yet been started.

The drilling of the quarry is still under way, another week should see the finish of the coyote hole.

(See back of this sheet for instructions and detailed information)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed none

Miles completed except finishing 2.5

Total cubic yards in project 17000

Cubic yards moved to date 2500

Miles covered by contractor's forces 6.0

Miles cross-sectioned 6.0

Miles cross-sections completed and checked none

Miles to be remeasured 8.0

Number men in Engineering Party 3

Contractor's average force for week 14 *men,*

3-trucks *teams,* 1 GAS *steam shovels*

Grading work will be completed about Nov 30, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed not started

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23PK *Percentage* 50
2. 1PG *Percentage* 50
3. *Percentage*
4. *Percentage*

FORM S-G-1 C-7782 1000 8-28

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

LEWIS P. CAMPBELL
EQUIPMENT ENGINEER

OREGON STATE HIGHWAY COMMISSION
EQUIPMENT DEPARTMENT

Box 38
SALEM

June 21, 1929

NOTED
Asst. Highway Engineer
State Highway Engineer

IN REPLY PLEASE
REFER TO FILE NO. 23 PK

ATTENTION:

P1267

U. S. Bureau of Public Roads,
Post Office Building,
Portland,
Ore.

Attention: Capt. Anderson.

Dear Sir:-

The coarse aggregate used on the Snake River Slides Section, Federal Aid Project No. 67 is covered by tests previously made by this laboratory.

The tests results are as follows: Laboratory number 27351, rock from mile 397.2, abrasion percent wear 4.39 on February 11, 1929. Laboratory number 27438, rock from mile 397.2 abrasion percent wear 2.58 on March 14, 1929. Quantity represented is 50,000 cubic yards.

Yours very truly,

W. M. Finkbiner,
Engineer of Mtls.

By C. N. Nelson,
Chemist.

cc Office

CNK/WWM

PR67

May 31, 1929

Standard Oil Company of California,
P. O. Drawer 56,
Walla Walla, Wash.

Dear Sirs:

Attention: Mr. J. Jacobson.

Replying to your inquiry of the 28th inst., concerning J. N. & J. E. Hillstrom, wish to say that the contract awarded to this company was state highway contract #1065 for the regrading and resurfacing of the Snake River Slide Section of the Old Oregon Trail in Malheur County.

The bond furnished by the contractor in this instance was written by the Detroit Fidelity and Surety Co. for whom Jewett, Barton and Leavy are local agents, with offices in the Lewis Building, Portland.

The contract was in the sum of $67,416.80. The bond was in the sum of $30,000. The specified date of completion was November 30, 1929.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:JS

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P O DRAWER 56

SALES DEPARTMENT
J. P. CRUDEN
DISTRICT SALES MANAGER
H. W. MC CALLUM
ASSISTANT DISTRICT SALES MANAGER

WALLA WALLA, WASH. May 28, 1929

J.W. and J.R.Hillstrom,
Weiser, Idaho

Oregon State Highway Commission,
Salem, Oregon

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

Gentlemen:

Attention Mr.H.B.Glaisyer,
Chief Clerk

It is our understanding that the above parties were awarded a job consisting of widening and surfacing eight miles of the Old Oregon Trail Highway near Huntington, Oregon. This job we believe is known as Job #1085.

In order that we may fully protect our interests in the furnishing of materials to these parties will you kindly favor us with a complete description of the job, the amount involved, the name and address of the bondsman furnishing the materialmen bond and the amount of this bond? Also, kindly advise us as to the approximate date on which the job will be completed.

Thanking you, we are

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA,

J.P.CRUDEN, District Sales Manager

By J Jackson

JJ:DH
Credit

#1085 - Requested securities made thru Salem office

Bond $0,000 Weiser Ld & Imp. Co. Jewett Nelson & Lemley Permit req.

Nov. 30, 1929

57,416.50

ANSWERED
H. B. G.

Form 30—C-10767—2M—12-28

NO PR 67

OREGON STATE HIGHWAY DEPARTMENT
FIELD ENGINEER'S WEEKLY REPORT

State Highway Engineer

Date May 25 1929, 192

Job name Snake River slides — Week from May 19 to May 25

Mail address Baker Ore

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23PK — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor started working his shovel and trucks two eight hour shifts or a total of sixteen hours per day.

This class of work, slopping, ditching, and shoulder widening is new to all of us especialy the contractor, the crew has therefore not yet reached it's maximum stride.

The contractor is still drilling coyote holes preparatory to shooting the quarry, using a compressor and jack hammer.

RECEIVED
MAY 27 1929
STATE OF OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer.

PR-67 Respond

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed none

Miles completed except finishing 17000

Total cubic yards in project 1500

Cubic yards moved to date 2.0

Miles covered by contractor's forces 6.0

Miles cross-sectioned 6.0

Miles cross-sections completed and checked none

Miles to be remeasured 8.0

Number men in Engineering Party 3

Contractor's average force for week 11 *men,*

3-trucks *teams,* 1 *steam shovels*

Grading work will be completed about Nov 30, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed Not started

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23P1 *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR-67 Reopened

May 24, 1929.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

Herewith we are enclosing three signed copies of modified agreement covering the Baker County Line-Haines Highway, Project 67, reopened.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. H. Probert
Office Engineer

Dict by J. H. Nash/AP

PR67

Form 30—C-10767—2M—12-28

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
Asst. Highway Engineer

Date May 18, 1929, *192*

Job name Snake River Slides — *Week from* May 12 *to* May 18

Mail address Baker Ore

Highway Old Oregon Trail — *Telegraph or telephone address* Baker Ore

County Malheur — *Job prefix* 23PK — *Express and freight address* Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor started monday with a new small gas shovel and two trucks to do the grading and widening part of his contract. The balance on the grading seems to be working out pretty good.

The contractor is drilling to coyote holes one being an extension to the coyote hole drilled by the state which was in the hill 32 feet.

One coyote hole is showing softer rock than was anticipated and the contractor will therefor take the hole started by the state and extend it more than he had entended, and use only a portion of the other hole in shooting, in fact he will use only one tee which extendes towards the hole started by the state.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project 8.0

Miles completed none

Miles completed except finishing ~~[illegible]~~ 1.0

Total cubic yards in project 17000

Cubic yards moved to date 300

Miles covered by contractor's forces 1.0

Miles cross-sectioned 5.0

Miles cross-sections completed and checked none

Miles to be remeasured 8.0

Number men in Engineering Party 3

Contractor's average force for week 9 *men,*

Two trucks *teams,* 1 *steam shovels*

Grading work will be completed about Nov 30, 1929

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project Not started

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23PK *Percentage* 90
2. 1PG *Percentage* 10
3. *Percentage*
4. *Percentage*

Stencil #121

PRO 67- Reop

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Public Roads
District No.1

In reply please
refer to File No. Ore. 67-Reop.

New Post Office Bldg.
Portland, Oregon
May 15, 1929

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:

We are forwarding herewith three copies of proposed Project Agreement, as amended, for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Lon

PR67

DETROIT FIDELITY AND SURETY COMPANY

VERNON W. PETERSON
VICE PRESIDENT
JULIAN E. BAILEY
ASST. MANAGER

PACIFIC COAST DEPARTMENT
STANDARD OIL BUILDING
SAN FRANCISCO, CALIFORNIA

TELEPHONE
KEARNY 1058

Detroit Fidelity & Surety Co.,
Standard Oil Building,
San Francisco, California.

May 2, 1929.

Attention: Mr. Vernon C. Peirson
Vice President

Gentlemen:

Responding to your request of the 2nd instant we are mailing to you herewith a copy of the contract that was awarded to J. W. and J. R. Hillstrom for the regrading and resurfacing of the Snake River Slides Section of the Old Oregon Trail in Malheur County, contract no. 1086.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. E. Glaisyer
Chief Clerk

EEG:S
Enc.

HOMER H. McKEE, PRESIDENT
RALPH J. DALY, VICE PRESIDENT & SEC'Y
VERNON G. PEIRSON, VICE PRESIDENT
PETER J. MONAGHAN, GEN'L COUNSEL
GEORGE R. WENTZ, SUPT OF AGENCIES

DETROIT FIDELITY AND SURETY COMPANY

HOME OFFICE - DETROIT, MICHIGAN

VERNON G. PEIRSON
VICE PRESIDENT

EDGAR E. PARRY
ASST. MANGER

PACIFIC COAST DEPARTMENT
STANDARD OIL BUILDING
SAN FRANCISCO, CALIFORNIA

TELEPHONE
KEARNY 6088

May 2, 1929.

Oregon State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. P. Glaisyer

Dear Sir:

You very kindly forwarded us a book of specifications and contract agreements for contract #1085, awarded to J. W. and J. R. Hillstrom for re-grading and re-surfacing in Malheur County.

It is very necessary for us to keep a copy here and we would also like to have one to forward to our Home Office so would appreciate very much if you can forward us another such set.

Very truly yours,

Vernon G. Peirson
Vice President.

VGP:DT

ANSWERED
H. B. G.

PR 67

April 24, 1929

Detroit Fidelity & Surety Company,
Jewett, Burton & Lowry, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

Enclosed herewith please find fully executed copy of contract No. 1085 which was awarded to J. V. and J. E. Killstrom on March 29, 1929 by the State Highway Commission, covering 8.0 miles regrading and resurfacing on the Snake River Slides Section of the Old Oregon Trail in Baker County.

This copy is for your records and files as you appear as surety on the bond furnished by the contractors in this instance.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

E. B. Glaisyer
Chief Clerk

JE
cmm

PR 67

April 23, 1929.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

In compliance with your letter of April 8, we have prepared a full size typical cross-section sheet to show the cross-section to which the bituminous macadam wearing surfacing for the Snake River Slides Section, is to be constructed, and five blueprint copies of the same are being mailed to you today.

The traffic over the Snake River Slides Section prior to the time the surfacing was oiled, is indicated by the following results of traffic counts taken during the years 1923, 1924, 1925 and 1926 at a point north of junction of the Old Oregon Trail with the connecting road to Weiser, Idaho.

Month	Day	Number of Vehicles Passing in Sixteen Hrs. 1923	1924	1925	1926
June	Wednesday	246	259	171	353
July	Thursday	235	383	354	398
August	Friday	287	371	350	485
Sept.	Saturday	254	310	300	423
Oct.	Sun.	219	248	290	404

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

UNITED STATES DEPARTMENT OF AGRICULTURE

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, RENO

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

April 13, 1929

IN REPLY PLEASE
REFER TO FILE NO.

S. H. Probert,
Office Engineer,
Office.

Dear Sir:

With reference to the last paragraph of Mr. Lynch's letter of April 2, regarding the Snake River-Slides Section, in which he requests itemized statement of oil, advise that you will find the original sheet in your files as submitted by Oscar Cutler.

Yours truly,

R. H. BALDOCK
Maintenance Engineer

RHB:HM
enc

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

RECEIVED
APR 3 1929
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREG.

April 2, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Receipt is acknowledged of estimate and specifications covering Oregon Federal Aid Project No. 67, Reopened.

As this work consists of widening and surfacing, a standard size typical section sheet should be submitted showing all work to be done, including the wearing course. The surfacing should all be shown on one section.

We note on the itemization showing quantities of materials placed, that the wear is based on 1/2 inch (compacted thickness) per year. Presumably this wear is based on the average traffic during the time this road was used before oiling, and we would be pleased to have the figures used, as we are unable to find them in our files.

Very truly yours,

W. H. LYNCH
District Engineer.

By

H. B. Glaisyer
Chief Clerk

-PR67

HBG:S

April 20l 1929

Jewett, Barton & Leavy,
Lewis Building,
Portland, Oregon.

Gentlemen:

Replying to your inquiry of the 18th instant concerning your copy of the contract which was awarded to J. W. and J. B. Hillstrom for the widening and resurfacing of the Old Oregon Trail will say that the contracts have now been signed by the Highway Commission and have been placed in the hands of our attorney for approval as to form.

As soon as this approval is secured we shall be pleased to mail you a copy for the records and files of the surety company. We anticipate that the attorney will pass on these contracts within the next few days.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

CABLE ADDRESS: HEWETT, PORTLAND
A. B. C. CODE, FIFTH ADDITION

JEWETT, BARTON & LEAVY

SUCCESSORS TO
HENRY HEWETT & CO.
ESTABLISHED 1870

INSURANCE, SURETY BONDS

Lloyd's Agency

LEWIS BUILDING
PORTLAND, OREGON

RECEIVED
APR 19 1929
OREGON
STATE HIGHWAY COMMISSION

18 April 1929.

Oregon State Highway Commission,

Salem, Oregon

Gentlemen:

On April 18th we forwarded bond in quadruplicate covering contract of J. W. and J. R. Hillstrom for widening and resurfacing of Old Oregon Trail.

You have not yet returned to us the copy for our Surety Company, and as they are naturally anxious to see the terms and conditions of the contract, we ask that you forward us this copy at your earliest convenience.

Yoursvery truly,

JEWETT, BARTON & LEAVY

By E. McCann

M

Return to Mr. Chas

ANSWERED
H. B. G.

(FF-67 Request)

April 17, 1929.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of the estimate as basis for modified agreement covering the Snake River Slides Section of the Baker County Line-Weiser Project, No. 67-reopened.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Koch/AP

Encls.

Oregon State Highway Department — Project No. 67 (Re-opened)

BAKER COUNTY LINE-HUNTER SECTION OF THE OLD OREGON TRAIL

IN MALHEUR COUNTY

Submit this estimate for purchase.

~~(Estimate on basis for modified agreement. Revised to include widening and resurfacing of the Snake River Slides Section. Based on contract prices for widening and resurfacing, and estimated prices for construction of bituminous macadam wearing surface.)~~

(Of the Snake River Slides Section)

Salem, Oregon, April 17, 1929.

Completed Work As Shown By Final Voucher

Final Cost of Roadway	$63,992.60
Engineering and Contingencies	4,896.04
Total Cost of Completed Work	$68,888.64
Federal Aid Paid on Roadway(Total F.A. Fiscal year 1922)	$41,504.48

Length of Roadway - 13.54 miles
Cost per mile $4,482.98
Federal Aid Paid per Mile $2,670.94

New Work - Roadway (Sta. 254+55.0 to Sta. 686+56.0)

	Clearing and Grubbing		$ 80.00
All Required	Common Excavation	.35	665.00
1,900 cu.yds	Intermediate Excavation	.70	1,680.00
2,400 cu.yds	Solid Rock Excavation	1.00	1,700.00
1,700 cu.yds	Excav. Single Classif.	.35	4,025.00
11,500 cu.yds	Overhaul	.05	412.50
8,250 yd.sta.	Truck Haul	.20	940.00
4,700 cu.yds	12" Corr. Galv. Iron Pipe	2.50	250.00
100 lin.ft	18" Corr. Galv. Iron Pipe	4.00	200.00
50 lin.ft	24" Corr. Galv. Iron Pipe	6.00	204.00
34 lin.ft	36" Corr. Galv. Iron Pipe	7.00	140.00
20 lin.ft	Base Course Resurfacing	1.10	14,080.00
12,800 cu.yds	Top Course Resurfacing	1.15	4,600.00
4,000 cu.yds	Rock Shoulder	.50	1,600.00
1200 cu.yds	Earth Filler	.25	300.00
2,800 cu.yds	Hauling Broken Stone (Tr. Haul)	.17	7,140.00
42,000 yd.mi	Hauling Rock Shoulder Material	.17	1,700.00
10,000 yd.mi	Filler Haul	.17	850.00
5,000 yd.mi	Oiling (state forces)	.045	3,825.00
85,000 sq yds.			

Bituminous Macadam Aggregate

1,900 cu.yds	Grade "A" Matls in Stock Pile	1.20	$ 2,160.00
900 cu.yds	Grade "BC" Matls in Stock Pile	1.15	1,035.00
4,200 cu.yds	Grade "D" Matls in Stock Pile	1.10	4,620.00
300 - 550 cu.yds	Sand	—	—
11,200 yd.mi	Hauling Br. Stone (Pile Mean)	.17	1,904.00

Construction of Bituminous Macadam Wearing Surface

7,450 cu.yds	Mineral Aggregat in Place	1.20	8,940.00
750 bbls	No. 1 Oil in Place	5.05	3,787.50
2,750 bbls	No. 3 Oil in Place	6.40	17,600.00

Sub-total	$80,793.00
10% Engr. & Cont.	8,078.30
Total	$88,871.30

Length of Roadway (Snake River Slides Section) 8.001 miles
Cost per mile, new work $11,106.27
Federal aid allowable on new work:
($24,454.69 - $2,670.94) divided by $24,454.69 = .890780 deficiency
.890780 x $18,660 = $16,629.97 per mile allowable F. A. 1929.
Total F. A. allowable, 8.001 x $16,629.97 = $133,056.38
Federal aid requested : $55,298.38
Federal aid recommended: $55,298.38

S U M M A R Y

Total Estimated Cost, All Work	$ 157,749.94
Total Federal Aid, all work	96,804.86
Length of Roadway, new work	8.001 miles
Total Cost per mile (Snake River Slides Section)	$15,539.25
Total Federal Aid per Mile (Snake River Slides Section)	$ 9,532.37

Non-participating Items

3,200 cu.yds	Base Course Resurfacing	$ 1.10	$3,520.00
11,000 cu.yds	Hauling Broken Stone (Tr. Mean)	.17	$1,870.00

STANLEY G. JEWETT
CHARLES BARTON
J. STUART LEAVY

CABLE ADDRESS: HEWETT, PORTLAND
A. B. C. CODE, FIFTH ADDITION

JEWETT, BARTON & LEAVY

SUCCESSORS TO
HENRY HEWETT & CO.
ESTABLISHED 1870

INSURANCE, SURETY BONDS

Lloyd's Agency

LEWIS BUILDING
PORTLAND, OREGON

PR 67

April 8, 1929

Oregon State Highway Commission,

Salem,

Oregon

Gentlemen:

We enclose bond, in quadruplicate, covering contract of J. W. and J. R. Hillstrom, for 8.0 miles of regrading and resurfacing Old Oregon Trail, in Malheur County.

At your convenience, kindly send us the fourth copy of the bond for the Detroit Fidelity and Surety Company's records.

Yours very truly,

JEWETT, BARTON & LEAVY

By E. [illegible]

M

PR 67

April 3, 1929

J. W. & J. R. Hillstrom,
1227 North 8th St.,
Marshfield, Oregon.

Gentlemen:

We are sending to you today by Express four copies of the contract that was recently awarded to you by the Highway Commission for the resurfacing of the Snake River Slides Section of the Old Oregon Trail Highway in Malheur County.

Will you please execute these as to agreement and furnish the required bond. When this is done return all copies to this office for completion by the Highway Commission, after which an executed copy will be returned to you for your records and files.

Your attention is called to that paragraph on page 7 relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work in strict compliance with the provisions thereof.

Very truly yours,

Roy A. Klein
State Highway Engineer

HBC:M

By

H. B. Glaisyer
Chief Clerk.

18-67 (Reopened)

OLD OREGON TRAIL
Malheur County,
Snake River Slides Section.

Estimate of Costs by H. G. Smith, Division Engineer.
Revised figures by Roads

Clearing and Grubbing	All			50.00	
Base Course Resurfacing	16000	cu yds	at 1.35 ~~1.50~~	$24,000.00	21,600
Top Course Resurfacing	4000	" "	" 1.60 ~~1.50~~	6,000.00	6,400
Grade "A" Maintenance Materials	1600	" "	" 1.35 ~~1.50~~	2,080.00	2,160
" "C" " "	1600	" "	" 1.35 ~~1.50~~	2,080.00	2,160
" "D" " "	4400	" "	" 1.10 ~~1.50~~	5,720.00	4,840
Filler Materials	2000	" "	" .25 ~~.30~~	600.00	500
Pay Haul on Resurfacing Materials	53000	yd mi.	" .18 ~~.20~~	10,600.00	9,540
" " " Stock Piled "	13000	" "	" .20 ~~.20~~	2,600.00	
" " " Filler Materials	5000	" "	" .20 .20	1,000.00	
Shoulder Material	3200	cu yds	" .50 .50	1,600.00	
Pay Haul on Shoulder Material	10000	yd mi.	" .20 .20	2,000.00	
Excavation, Single Class	11500	cu yds	" .35	4,025.00	
Common Excavation	1900	" "	" .30	570.00	
Intermediate Excavation	2400	" "	" .45 .60	1,440.00	1,080
Solid Rock Excavation	1700	" "	" 1.50	2,550.00	
Over Haul	8250	yd sta.	" .05	412.50	
Truck Haul	4700	yd mi.	" .30 ~~.20~~	940.00	
12" Corrugated Iron Pipe	100	lin.ft.	" 2.00	200.00	
18" " " "	50	" "	" 2.75 ~~3.50~~	125.00	
24" " " "	40	" "	" 4.00 ~~5.00~~	120.00	
36" " " "	20	" "	" 7.00	140.00	
				$ 68,852.50	64,612.50
Plus 10% for contingencies and engineering costs				6,885.25	6,461.25
				$ 75,737.75	71,073.75
Sprinkling				2,000.00	2,000.00
				$ 77,737.75	73,073.75

Based on 15% profit to contractor.

Station
1281 + 50
to
1691 + 08

SNAKE RIVER SLIDES SECTION

Resurfacing and Betterment Materials

Detail of Cost Analysis

Estimate Includes Contractor's Profit of 15%

Item	Resurfacing Material ~~On Road~~	Materials in Stock Pile ~~In Pile~~
Set -up	.13	.13
~~Mobertel~~	.12	.12
Quarry & Crush	.75	.75
Road Work	.40	
Stock Pile		.10
Shrinkage		.10
Total	~~1.40~~ 1.40	1.20

Use same as used on Burns Valley Project

Use same item for Shrinkage

ESTIMATED BID PRICES

Road Materials		Betterment Materials	
Base	1.35	A	1.35
Top	1.60	BC	1.35
		D	1.10
Haul 0.18 per c.y. mile		Haul 0.20 per c.y. mile	

DETAIL OF ESTIMATE OF COST

SNAKE RIVER SECTION

2 inch Compacted Bituminous Macadam 18' wide.

Cost of oil and cont. profit of 15%
on all items except materials which is 5%.

	#1		#3
Heating	.35		.70
Hauling and Applying	.45		.70
Cost (Portland)	1.15	Richmond	1.95
Freight to Payette, Ida.	1.15		1.90
Set Up	.05		.12
Overhead and Salary of Supt.	.15		.18
Bond and Insurance	.15		.15
Preparation of Subgrade	.55		
Patching	.50		
Flatmen and traffic	.20		.30
Weather delays and contingencies	.35		.40
	$5.05		$6.40

COST OF MINERAL AGGREGATE

~~Crushing and stockpiling~~ Our cost of Bit. Mail	~~[illegible]~~
Loading	.22
Hauling	.38
Rolling	.12
Spreading	.12
Overhead Sal of Supt. Bond & Ins.	.13
Set Up	.05
Shoulders	.05
Hand Work Spotting	.03
Weather Delays and contingencies	.10
~~$2.75~~	
1.20	

COST PER MILE

100 bbls. #1 oil	at	5.05	505.00
350 " #3 "		6.40	2,240.00
900 c.y. Mineral Aggregate		2.75	2,475.00
			$ 5,220.00

Revised 3-5-29

PR-67 Rur

March 26, 1929.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate with specifications covering the Sumpter River Slides Section, Project No. 67.

There are also enclosed five sets of special provisions covering the widening and resurfacing work and also five sets of special provisions covering the construction of bituminous macadam wearing surface.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Eiert by J. H. Heath/AP

Oregon State Highway Department

Project # 67 - Reappraisal

7,350 cu.yds BAKER COUNTY LINE-SALEM SECTION OF THE OLD OREGON TRAIL
760 M.F.B. [illegible]
2.770 Miles No. 3 Oil in MALHEUR COUNTY

(Estimate with specifications for widening and resurfacing the Snake River Siding Section. Not as basis for modified agreements).

Salem, Oregon, Mar. 25, 1929.

Completed Work as Shown by Final Voucher

Final Cost of Roadway	$63,992.00
Engineering and Contingencies	4,896.64
Total cost of Completed Work	$68,888.64
Federal Aid paid on Roadway (Total F. A. fiscal year 1922)	$41,506.48

Length of Roadway 16.56 miles
Cost per mile - $4,452.98
Federal Aid Paid per mile $2,670.94

New Work - Roadway: Sta. 264+55.0 to Sta. 686+66.0

111 Required	Clearing and Grubbing		$ 50.00
1,900 cu.yds	Common Excavation	.30	570.00
2,400 cu.yds	Intermediate Excavation	.45	1,080.00
3,700 cu.yds	Solid Rock Excavation	1.50	2,550.00
11,500 cu.yds	Excavation, Single Classification	.35	4,025.00
8,250 yd.sta.	Overhaul	.05	412.50
4,700 yd.mi	Truck Haul	.30	1,410.00
100 lin.ft	12" Corr. Galv. Iron Pipe	2.00	200.00
50 lin.ft	18" Corr. Galv. Iron Pipe	2.75	137.50
34 lin.ft	24" Corr. Galv. Iron Pipe	4.00	136.00
20 lin.ft	36" Corr. Galv. Iron Pipe	7.00	140.00
12,800 cu.yds	Base Course Resurfacing	1.35	17,280.00
4,000 cu.yds	Top Course Resurfacing	1.60	6,400.00
3,200 cu.yds	Rock Shoulders	.50	1,600.00
2,00 cu.yds	Earth Filler	.25	500.00
42,000 yd.mi	Hauling Broken Stone (Tr. Haul)	.18	7,560.00
10,000 yd.mi	Hauling Rock Shoulder Material	.20	2,000.00
5,000 yd.mi	Filler Haul	.20	1,000.00

Bituminous Macadam Aggregate:

1,800 cu.yds	Gr. "A" Materials	1.35	2,430.00
900 cu.yds	Gr. "BC" Materials	1.35	1,215.00
4,200 cu.yds	Gr. "D" Materials	1.10	4,620.00
550 cu.yds	Sand	—	—
11,200 yd.mi	Hauling Broken Stone (Pile Haul)	.18	2,016.00

Construction of Bituminous [illegible] Wearing Surface

7,480 cu.yds	Mineral Aggregate in Place	$ 1.20	$ 8,940.00
780 bbls.	No. 1 Oil in Place	[illegible]	[illegible]
2,750 bbls	No. 3 Oil in Place	6.40	17,600.00
	Sub-total		$ 87,080.80
	10% Engr. & Contg.		[illegible]
	Total		$ 96,885.48

Length of Roadway (Snake River Slides Section) 8.001 miles
Cost per mile, new work $12,051.67
Federal aid allowable on new work:
($24,464.69 - $2,670.94) divided by $24,464.69 equals .890780 deficiency
.890780 x 18,669 = $16,629.97 per mile allowable F. A. 1929
Total [illegible] 8.001 x $16,629.97 = $133,066.38

Federal Aid Requested: 82.25% of $109,127.70 = $60,006.55
Federal Aid [illegible] $ 60,006.55

SUMMARY

Total Estimated Cost - all work	$ 165,314.09
Total Federal Aid, all work	$ 101,812.03
Length of Roadway (new work)	8.002 miles
Total Cost per Mile (Snake River Slides Section	$16,484.65
Total Federal Aid Per Mile (Snake River Slides Section	$10,270.89

Timber Framed Structure

Labor	$ .32
Timber	.50
Bolts	.10
Spikes	.17
General overhead and superintendence	.13
Lumber	.08
Excavation	.04
Sand back pouring	.20
Extra delays and contingencies	.10
Price per unit	$1.64

UNIT PRICE ANALYSIS

SNAKE RIVER SLIDES SECTION

Project No. 67, Reopened.

Item.	On Hand.	In Stock Pile
Resurfacing and Bituminous Macadam Materials:		
Setup	$ .15	$ .15
Overhead and superintendence	.12	.12
Quarry and Crush	.75	.75
Placing and Finishing	.40	—
Stockpiling	—	.10
Shrinkage (stock pile measure)	—	.10
Average price per cu.yd	$ 1.40	$1.20

Construction and Placing CRI:	No. 1	No. 2
Heating	.35	.70
Hauling and Applying	.45	.70
Cost (F.O.B. Portland)	1.15	1.95
Freight to Payette, Idaho	1.15	1.80
Set-up and dismantle plant	.05	.12
General Overhead and Superintendence	.15	.15
Bond and Insurance	.15	.15
Preparation of Macadam Base	.55	—
Upkeep of Macadam Base	.50	—
Flagmen and Traffic Control	.20	.30
Weather delays and Contingencies	.35	.40
Price per Bbl.	$5.05	$6.40

Placing Mineral Aggregate:

Loading	$ .22
Hauling	.38
Rolling	.12
Spreading	.12
General overhead and superintendence	.13
Setup	.05
Shoulders	.05
Hand Work Spotting	.05
Weather delays and contingencies	.20
Price per cu.yd	$1.20

[illegible]

THE SNAKE RIVER SLIDES SECTION OF THE OLD OREGON TRAIL.

FEDERAL AID PROJ. No. 67

Quantity placed under federal aid surfacing project completed November 15, 1932	2,000 cu.yds per mile
Quantity added by resurfacing and maintenance operations, without federal aid	400 " " " "
Total Quantity Placed on Road	2,400 " " " "
Estimated wear during four year period that surfacing was maintained unoiled	800* " " " "
Estimate of quantity remaining on road	1,600 " " " "
Estimate of net loss of surfacing materials since original construction	400 " " " "

*This is the equivalent of a wear of one-half inch (compacted thickness) per year.

March 22, 1933.

OUTLINE SPECIFICATIONS

BITUMINOUS MACADAM WEARING SURFACE

TO BE CONSTRUCTED ON

SNAKE RIVER SLIDES SECTION OF THE OLD OREGON TRAIL

FEDERAL AID PROJECT NO. 67

1. Type of bituminous macadam - Multiple lift.

2. Width: - 18 feet with extra width as required on curves, at intersections, etc.

3. Thickness: - 2 inches, compacted.

4. Sizes of Aggregates: -

	Size of Opening All will Pass	Size of Opening None Will Pass
Grade "D"	2 inch, circular	1 inch, circular
Grade "BC"	1 " "	1/2 " "
Grade "A"	1/2 " "	1/8 " square
Sand	1/8 " square	

5. Sand: - Sand may be either coarse or fine screenings from crushed rock.

6. Oil: - No. 1 oil shall be an asphaltic road oil having an asphalt content of 50 to 60 per cent and having a viscosity of 40 to 80 seconds (Saybolt-Furol) at 122° F. No. 3 shall have an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

7. Quantities of Rock and Oil per Square Yard:

	Rock (Cu.Yds)	Sand (Cu.Yds)	No. 3 Oil (Gals)	No. 1 Oil (Gals.)
Preliminary light oil treatment	--	--	--	0.35
Tack coat of heavy oil	--	--	0.15	--
Main body of wearing surface:				
First Course	.047 Gr. "D"	--	0.75	--
Second Course	.010 Gr. "BC"	.003	--	--
Seal coat (two courses)	.020 Gr. "A"	.003	0.50	--
	.077	.006	1.30	0.35

Outline Specifications #2

8. Construction Procedure:

a. Broom existing surfacing and apply No. 1 oil at a rate of 0.35 gallon per square yard.

b. After the No. 1 oil has hardened and become dry, apply a tack coat of No. 3 oil, 0.15 gallon per square yard.

c. Spread Grade "D" rock, 0.47 cu.yd per square yard. Blade and roll.

d. Apply No. 3 oil, 0.75 gallon per square yard.

e. Spread Grade "BC" rock, 0.10 cu.yd. per square yard. Blade and roll thoroughly, adding Grade "A" rock to fill voids.

f. Spread coarse sand or fine screenings, .003 cu.yd per square yard. Allow the surface to stand under traffic for at least six days.

g. Broom to remove dust and apply No. 3 oil, .25 gal. per square yard.

h. Spread Grade "A" rock, .01 cu.yd per square yard. Blade and roll thoroughly. Allow surface to stand under traffic for about two weeks.

i. Broom to remove dust and apply No. 3 oil, .25 gallon per square yard.

j. Spread Grade "A" rock .01 cu.yd per square yard. Blade and roll.

k. Spread sand or fine screenings, .003 cu.yd per square yard.

9. Each Application to be Made in Two Strips: - In order that traffic may use the road during the period that construction operations are in progress, each application of oil and succeeding spread of rock shall be made in two strips, each strip covering one-half of the width of the roadway, traffic being allowed to use the half of the roadway that is not being worked on at the time. Both strips of each application of oil and succeeding spread of rock shall be completed, however, before the making of the next application of oil is commenced.

January 27, 1923

23PP

After 1/4

R. H. Baldock,
LaGrande, Or.

Dear Sir:

This is to acknowledge your letter of the 25th together with the files concerning the claim of the Idaho Power Company for reimbursement for the removing of a telephone pole from the state highway between Ontario and Huntington.

I am enclosing herewith a copy of my letter to the Telephone Company. You will see from this letter that I am confirming your advice to the Company that the state is not under obligation to pay for the removal of such pole.

Yours very truly.

JMD:AAP
Encl. 1

Special Assistant Attorney General.

January 27, 1923

Idaho Power Co.
Payette, Idaho.

Gentlemen:

Your letter and statement given to Mr. Greenwood and by him mailed to the State Highway Department in which you ask the state to reimburse you for the removing of a pole from the state highway between Ontario and Huntington has been handed to me for reply.

Under the laws of this state any telephone, electric light company or power line occupying any public highway with its poles or other equipment can be required to move or reset the poles at the expense of the Company at any time that such removal is necessitated in the construction, operation or use of the public highway, and therefore, this claim would not be a just claim against the state or one which the Highway Commission would be authorized to pay.

Yours very truly,

JHDsAAF — Special Assistant Attorney General.

CC: R. H. Baldock

FORM 6 12567-5000-10-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT HUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
January 25, 1923.

23 PB-
Moving telephone pole.

Mr. J. M. Devers,
Assistant Attorney General,
Salem, Oregon.

Dear Sir:

Herewith correspondence from the Idaho Power Company, J. D. Orr, Division Manager, which is self explanatory. Please answer Mr. Orr direct with copy to this office.

We have not had much trouble with the public service companies with the exception of the Malheur Telephone Company and I finally got them straightened out. This particular individual seems to question my interpretation and I would appreciate you answering him.

Resident Engineer Greenwood had no authority for advising them t at they would be paid for this item and I do not believe he gave them any specific information in this regard, however, I will take it up with him.

Please return correspondence.

Very truly yours,

R H Baldock

R H Baldock
Division Engineer.

RHB V
Incls.

IDAHO POWER COMPANY

IN REPLY PLEASE REFER
TO FILE NO._____

Payette, Idaho
Jan. 20, 1923.

Mr. R. H. Baldock,
Div.Mgr. Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

In answer to your letter under date of January 18th, 1923 same being in connection with our statement submitted to you covering expense in moving our pole and line West of Weiser, on the Oregon State Highway, please be advised as follows:

Mr. Pete Greenwood, your representative at Weiser requested that this change be made in our line. We were compelled to move the pole about 15 feet East in order to permit your men to make a round corner, same leading to the highway to Huntington, Oregon. I talked with Mr. Greenwood relative to the expense of this change, and he informed me that if we had a franchise in Malheur County, we would be able to collect for the expense covering this work. You will understand that our pole was on the highway which is covered by our franchise, and by reason of your purchasing property adjacent to the pole in order to make the round corner, it necessitated our moving the position of the pole.

I still feel that our statement was just, and followed Mr. Greenwood's instructions relative to submitting same to you for payment. I will appreciate it if you can give this matter your consideration, and send us a check covering same.

Yours very truly,

Idaho Power Company

by J. D. Ross
Division Manager.

JDO:DH

La Grande, Oregon,
January 18, 1923.

2] PD-
Re:- Bill for moving pole.

Mr. J. D. Orr,
Division Manager Idaho Power Co.,
Payette, Idaho.

Dear Sir:

Your communication of January sixth addressed to our resident engineer P. S. Greenwood has been referred to me for answering.

Please be advised that we cannot reimburse you for moving your pole on the highway between Huntington and Ontario near Weiser. You were occupying our right of way and legal opinion on this question, which has been passed many times, states that when conditions require that telephone or power companies shall move their poles on orders of the Highway Commission.

This particular pole was so placed that it was not possible to get an approach to the Weiser road from the Old Oregon Trail and for this reason it was necessary to have it moved.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Pendleton, Oregon
Jan-15-1923

Mr. R. N. Baldock
Division Engineer
La Grande, Oregon

Dear Sir -

Herewith is letter and bill from Idaho Power Company which is self-explanatory.

The pole referred to is the one that was moved at the intersection of the Old Oregon Trail and the Weiser road at about Sta: 827.

I don't know whether or not they should be reimbursed for this or not. If they are, return the bill to me and I will [illegible].

Yours very truly
P. J. Gracewood.

IDAHO POWER COMPANY

[redacted]

IN REPLY PLEASE REFER
TO FILE NO._____

Payette, Idaho
Jan. 6, 1923

Mr. Pete Greenwood
Weiser, Idaho.

Dear Sir:

Attached you will please find a statement covering the expense of moving the pole on the 11 K V. line on the Highway between Ontario and Huntington, a short ways out of Weiser. This work was done under date of November 4th, 1922, and I find that we over-looked sending you a statement covering same.

I will be pleased to have you O.K. this bill, so that same can be paid by the Highway Department.

Yours very truly,

Idaho Power Company

by [signature]
Division Manager.

JDO:DH

STATE OF OREGON

DATE Jan. 2 1923

To IDAHO POWER COMPANY DR.

INVOICE No.

ACCOUNT No.

CUSTOMER'S ORDER No.

MAKE CHECKS AND ADDRESS ALL REMITTANCES TO THE COMPANY AT .....

DATE	QUANTITY	DESCRIPTION	AMOUNT
11-4-22		To Moving pole on Oregon Highway, South of Weiser.	
		Labor	$20.00
		Truck Expense	$11.35
		Total	$31.35

O B McCulloch
J C McLeod
Stewart Mitchell

.....
Testing Engineer.

Form 108-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #88

Date reported 3/10/25 County Douglas

Source Beaver plant Job Winchester Bridge

Date sampled 3/2/25

Quantity represented 239 bbls. Brand Beaver

To be used Class A bridge Sampled by L L Smith

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 12994 H. D.	239	U P 19610	OK	OK	OK	OK	255 200 ~~205~~ 213		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									NOTED J. C. McLEOD
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
C B McCulloch
J C McLeod
Stewart Mitchell

Testing Engineer.

OFFICERS
MARSHALL, President
RMSTRONG V Prest
ICE Treasurer
BALZER, Secretary

J ARMSTRONG, Gen. Mgr.

DIRECTORS
SETH MARSHALL
C.A LUSTER
JAY SMITH
C.M RICE
H J ARMSTRONG

PR 67

Clyde Equipment Co.

PORTLAND — SEATTLE

CLYDE IRON WORKS
DERRICKS, HOISTING ENGINES
LOGGING MACHINERY

Machinery and Supplies

THE WHELAND CO.
CHATTANOOGA, TENN.
SAW MILL MACHINERY

CABLE ADDRESS "CECO", SEATTLE

IN REPLY PLEASE REFER TO

18th and Upshur
Portland, Oregon
R. L. BALZER, Mgr.

RECEIVED
JAN 29 1923
STATE HIGHWAY COMMISSION

January 26, 1923

To Herbert Nunn, Engineer
State Highway Department
Salem, Oregon.

Notice is hereby given, that the undersigned, the Clyde Equipment Company of Portland, Oregon has a claim for machinery, supplies and equipment in the sum of Eleven Hundred Forty Seven Dollars and Thirty Two Cents ($1147.32) against the bond taken from March & Bowers of Redmond, Oregon as principal, Canaan, Thornbrue & Hacker of Willows, Oregon as sub-contractors and the National Surety Co. of New York as surety for the work of road construction on a contract with the State Highway Department of the State of Oregon, known as the Baker County Line, Weiser Section of the Old Oregon Trail in Malheur County.

CLYDE EQUIPMENT COMPANY

By W. P. Coleman

#499

PR 67

January 25, 1923

National Surety Company,
Corbett Building,
Portland, Oregon.

Marsh & Dawson, Contract No. 498,
Surfacing, Baker Co. Line-Weiser Section.

Gentlemen:

In response to your letter of January 23rd relative to the the above contract, beg to advise that the total payments on this contract were in amount $ 67,982.76.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

JLnF.

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000 00

New York.

DAVID M. DUNN
RESIDENT VICE-PRESIDENT

WORLDS LARGEST SURETY COMPANY

OREGON BRANCH OFFICE
H. C. LEIGH, MANAGER
D. E. GORTON, ASST. MANAGER
523 CORBETT BLDG

PORTLAND, OREGON

January
23,
1 9 2 3.

State Highway Commission,
Salem, Oregon.

Re: March & Bowers
contract #489

Gentlemen:

Further to yours of the 20th relative to Final Payment in connection with the above contract, will you kindly advise the Final estimates in connection with this that we may properly adjust our records, and oblige

Yours very truly,
H. Shatch
Office Manager

2nd

A6798-.76

RECEIVED
JAN 24 1923

PR67

January 20, 1925

National Surety Company,
c/o D. R. Gerlach, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:-

You are hereby notified that State Highway contract No. 499 for the construction of the Baker County Line-Weiser Section of the Old Oregon Trail, consisting of 15.64 miles of surfacing has been completed by the contractors Marsh & Bowers, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 30, 1925.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, liens or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contractors.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

December 19, 1922

National Surety Company,
c/o D. M. Gerton, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that it is the intention of the State Highway Commission to make semi-final payment to March & Bowers on contract No. 499, for 15.54 miles of surfacing on the Baker County Line-Weiser Section of the Old Oregon Trail in Malheur County.

This payment will be made on or after December 29, 1922.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

FORM 8 10827-5300-10-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS
[illegible] KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

67 /

La Grande, Oregon,
December 5, 1922.

23 PD-
Final Estimate.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Herewith final estimate for macadamizing the Baker County Line - Weiser section of the Old Oregon Trail, Federal Aid Project No. 67, contract No. 499. I would recommend release of all but three per cent of the retained percentage pending final check in the Salem office.

The final records for this job are being shipped this date by express.

Very truly yours,

RECEIVED
DEC 6 1922
OREGON

R H Baldock
Division Engineer.

RHB V

Incls.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov. 18, 1922., 192..

Job Name Baker Co. Line-Weiser. Surfacing 15.54 miles. Week from 11-11-22. to 11-18-22.

Mail Address Weiser, Idaho.

Highway Old Oregon Trail

Telegraph or Telephone Address "

County Malheur Job Prefix 23 PD.

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor will finish this job tomorrow. We only have left a little redressing and some lading.

The job looks very good as a whole, as the last five miles is set up pretty good since we have put the filler on and the recent rains have done a lot of good.

In a couple of days I will have the records finished and by the middle of the week will have all our equipment sent in or turned bck to Malheur county.

This job has come under the estimate by about $1500.00.

Signed J. S. Greenwood.

Title Resident Engineer.

(See back of this sheet for instructions and detailed information.)

Form No. 19.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....15.54....

Miles completed ....15.54....

Miles partially done .....

Average daily yardage placed this week ....220....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ....15....men,

....3....teams, ...2....trucks

Percentage of total required yardage now in place ....100....

Surfacing will be completed about ....Nov. 20, 1922....

Number men in Engineering Party ....3....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....23 PD.... *Percentage*100.....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov. 11, 1922., 192.

Job Name Baker Co. Line-Weiser. Surfacing. 15.54 miles.

Week from 11-4-22 to 11-11-22.

Mail Address Weiser, Idaho.

Highway Old Oregon Trail.

Telegraph or Telephone Address do

County Malheur. Job Prefix 23 P D.

Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The heavy rain of the past week has retarded the contractors progress, and it will take until the 20th. to finish now. The rain did the road a great deal of good and the first 10 miles of this job is in excellent condition.

We started putting the filler on the loose gravel and the rain kept the dirt from working into the gravel and right now it does not look very good, but with a few days dry weather we will be able to mix it by harrowing and dragging. This work we will finish in another day.

We have dispensed with watering the material at the middle plant and will return the truck to Malheur county as soon as we make some necessary repairs.

RECEIVED
OREGON
HIGHWAY COMMISSION

Signed C. H. Greenwood

Title Resident Engineer.

(See back of this sheet for instructions and detailed information.)

Form No. 39.

DEPARTMENT

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 14.0

Miles partially done 15.54

Average daily yardage placed this week 90

Average daily yardage necessary to complete on time .....

Contractor's average force for week 12 men,

3 teams, 2 trucks

Percentage of total required yardage now in place 96

Surfacing will be completed about Nov. 20, 1922

Number men in Engineering Party 2

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 23 P D. *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT.

FIELD ENGINEER'S WEEKLY REPORT

P 67 /

Date Nov. 4, 1922., 192

Job Name Baker Co. Line-Weiser. Surfacing. Week from 10-28-22 to 11-4-22.

15.54 miles. Mail Address Weiser, Idaho.

Highway Old Oregon Trail. Telegraph or Telephone Address do

County Malheur Job Prefix 23 P D. Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The first part of this week the contractor had considerable trouble with his engine and it cut down his daily yardage for the week to 90 cu. yds. His plant is now running good and we should finish by Nov. 20th. easily.

The material from this pit is running the same and we will get the required yardage without difficulty.

We had two days rain the first part of the week and it did a great deal of good. The five miles of crushed gravel has set up very good except in a few places. These sections we are now covering with filler, and in another ten days this section should be in very good shape.

We are planting willows along Snake River opposite the slides for bank protection. This was ordered by Mr. R.H. Baldock, Division Engineer. So far our road through this section seems to be safe, but the willows I beleive to be an excellent precaution against future trouble at this place.

RECEIVED
NOV 10 1922
ENGINEER

Signed J Truesdell

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 14.2

Miles partially done 15.54

Average daily yardage placed this week 90

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 12 .....men,

3 .....teams, 3 .....trucks

Percentage of total required yardage now in place 93%

Surfacing will be completed about Nov. 20, 1922.

Number men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 P D. ..... *Percentage* 100%

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

approved C Malarkey

Form No. 89.

PR&7 1

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date 10-28-22, 192...

Job Name Baker Co. Line-Weiser. Surfacing 15.54 Miles. *Week from* 10-21-22 *to* 10-28-22.

Mail Address Weiser, Idaho.

Highway Old Oregon Trail. *Telegraph or Telephone Address* do

County Malheur. *Job Prefix* 23 P D. *Express and Freight Address* do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Fair progress has been made the past week on this section. The daily yardage was a little less than usual due to the longer haul to the crusher. The contractor has changed the bucket line and I beleive we will do a little better from now on. I have asked them to work longer hours as it is very probable that we will get some bad weather in the next 15 days or so.

Mr. R.H. Baldock, and Mr. Morris of the B.P.R. made an inspection of this job the first of the week and reported favorably regarding the materials.

Within the next couple of days we will be putting the filler on the last five miles of crushed gravel. This according to instructions from the Division Engineer.

We have been blading and dragging this section to get it in good shape before putting the dirt on. I have secured a number of teams and we should do this work in short order.

(See back of this sheet for instructions and detailed information.)

Signed C. L. Ingersoll

Title Res. Engr.

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

RIGHT OF WAY SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* ... 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Approved by Engineer

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

67

Date 10-21-22, *192*

Job Name Baker Co.Line-Weiser. Surfacing. 15.54 miles. *Week from* 10-14-22 *to* 10-21-22

Mail Address Weiser, Idaho.

Highway Old Oregon Trail. *Telegraph or Telephone Address* do

County Malheur. *Job Prefix* 23 P.D. *Express and Freight Address* do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The sub at the middle set up has made fairly good progress the past week. The material has been running about the same, although we found it necessary to put in a dirt screen to eliminate some dirt that they run into, caused by the changing of the bucket line. I had them change their bucket line again that we might get the best material first and I beleive we will not have any further trouble from this source.

The top course from this plant has set up very good and no trouble has been encountered in maintaining this section. They will finish the top course on the east end in three more days.

I have had one truck and blade working on the last five miles of crushed gravel and it looks considerable better. It now needs water and we may have to haul it on as we have had no rain in this vicinity yet.

(See back of this sheet for instructions and detailed information.)

Signed J. L. Greenwood

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 15.54 .....

Miles completed ..... 13.0 .....

Miles partially done ..... 15.54 .....

Average daily yardage placed this week ..... 152 .....

Average daily yardage necessary to complete on time ..... 460 .....

Contractor's average force for week ..... 10 .....*men,*

..... 2 .....*teams,* ..... 3 .....*trucks*

Percentage of total required yardage now in place ..... 87% .....

Surfacing will be completed about ..... Nov. 10, 1922. .....

Number men in Engineering Party ..... 2 .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 P D ..... *Percentage* 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Approved [illegible]

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

6

Date Oct.14, 1922., 192...

Job Name Baker Co.Lime-Weiser. Surfacing. Week from 10-7-22 to 10-14-22.

15.54 miles Mail Address Weiser, Idaho.

Highway Old Oregon Trail. Telegraph or Telephone Address do

County Malheur. Job Prefix 23 P D. Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Ort Irons the sub-contractor on the first five miles has fhished runnimg the top course and is now moving off the job. This ptece of road looks very good.

The plant at Sta. 375 has ben runnig good but their daily out-put has been cut down about 50 yds. since we started the top course. The material from this pit is running the same and we are gettingma a good road.

Mr. Baldock made an inspection of this job this week and ordered water put on the last five miles of crushed gravel.

C.T.Kirkland was time ckecked on the 13th.

RECEIVED
OCT 23 1922

(See back of this sheet for instructions and detailed information.)

Signed P S Ellwood

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 12.1

Miles partially done 15.54

Average daily yardage placed this week 266

Average daily yardage necessary to complete on time 337

Contractor's average force for week ..... 22 *men,*

..... 16 *teams,* ..... 5 *trucks*

Percentage of total required yardage now in place 85

Surfacing will be completed about ..... Nov. 10, 1922.

Number men in Engineering Party 2

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 P D. ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 89.

PR67

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct. 7, 1922., 192

Job Name Baker Co.Line-Weiser. Surfacing. 15.54 miles.

Week from 9-30-22 to 10-7-22.

Mail Address Weiser, Idaho.

Highway Old Oregon Trail

Telegraph or Telephone Address do

County Malheur. Job Prefix 23 P D.

Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Mr. Irons the sub on the first five miles of this job finished the top course this week and is now hauling the maintenance material and dressing up the top in a few places.

This five miles has set up in good shape and in my opinion is a very good road. It is a pleasure to know Irons is finished as he has been very disaggreable to get to do what is right. In another week I think he will have the ditches cleaned and everything dressed up and we can then release him.

The plant at Sta. 375 has been running steadily and we are getting good material from this pit. The top course is setting up well and the material is very uniform. We are using lots of water on this section and it does much towards packing the rock.

Mr.R.H.Baldock made an inspection of this work this week and advised that we use some clay filler on the gravel section. We have covered about 1000 feet on each end but it has not been on long enough at this time to ascertain the results. It has been very dry here for four months and this section has loosened up some. We have kept as much traffic off as possible until we get some rain.

I will be able to release one gravel checker in another ten days.

RECEIVED
OCT 13 1922
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information)

Signed P.S. Greenwood.

Title Resident Engineer.

Form No.

GRADING CONSTRUCT.

Miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 11.5

Miles partially done 15.54

Average daily yardage placed this week 250

Average daily yardage necessary to complete on time 273

Contractor's average force for week ..... 26 men,

..... 16 teams, ... 5 trucks

Percentage of total required yardage now in place 80%

Surfacing will be completed about ..... Nov. 10, 1922.

Number men in Engineering Party 3

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 P. D. ..... Percentage 100

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Engineer in charge

Form No.

GRADING CONSTRUCT.

Miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 11.5

Miles partially done 15.54

Average daily yardage placed this week 250

Average daily yardage necessary to complete on time 273

Contractor's average force for week ..... 26 men,

..... 16 teams, ... 5 trucks

Percentage of total required yardage now in place 80%

Surfacing will be completed about ..... Nov. 10, 1922.

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 P. D. ..... Percentage 100

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Approved [illegible]

Form No. 19.

P.R.7

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 30, 1922. 192

Job Name Baker Co. Line-Weiser. Surfacing 15.54 miles.

Week from 9-23-22 to 9-30-22

Mail Address Weiser, Idaho.

Telegraph or Telephone Address do

Express and Freight Address do

Highway Old Oregon Trail.

County Malheur. Job Prefix 23 P D.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Fair progress has been made on this job this past week and it looks as though the contractor will need the rest of this month to finish.

Mr. Irons the sub at Sta. 147 will finish his section in another week. The material from this plant has run very uniformly and we are getting a good job. He is getting up against it for material but I beleive he will find enough without shooting any of the solid rock. We started laying the top course from the plant at Sta. 375 today and it seems to be very good stuff. It contains lots of crushed material and fine rock dust and in my opinion will make a very good road. They intend to run Sundays and put in a longer shift from now on to insure the completion of this job on time.

The five miles of crushed gravel on the upper end remains about the sa and will not set up until we get some rain. We have tried to keep as much traffic as possible off this section, but at that it has been damaged some.

There has been no changes in the engineering personnel, party consists of resident engineer and two rock checkers.

Signed P S Greenwood.

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 89.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed ..... 10.

Miles partially done 15.54

Average daily yardage placed this week 252

Average daily yardage necessary to complete on time 285

Contractor's average force for week ..... 28 ..... men,

..... 16 ..... teams, ... 5 ..... trucks

Percentage of total required yardage now in place 78

Surfacing will be completed about ..... Oct. 31, 1922.

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 P D. ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

67

Date Sept. 23, 1922., 192

Job Name Baker Co. Lina-Weiser. Surf. 15.54 miles.

Week from 9-16-22 to 9-23-22

Mail Address Weiser Idaho

Highway Old Oregon Trail.

Telegraph or Telephone Address do

County Malheur Job Prefix 23 P D.

Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has made good progress on this job the past week. We have finished the top course on the west end from the plant at Sta. 147 and will finish the entire top course from this set up in about ten days.

We have finished putting the sand and clay on the sub grade and will start in a day or so in putting the clay on the sand shoulders. We have used about 200 yds. of base in dressing up the section through the sand and it looks very good now. We will finish the base course from the plant at Sta.375 in one more day.

RECEIVED
SEP 30 1922
OREGON
STATE HIGHWAY COMMISSION

Signed O. S. Greenwood

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....10.54....

Miles completed ....9.0....

Miles partially done ....1.0....

Average daily yardage placed this week ....350....

Average daily yardage necessary to complete on time ....200....

Contractor's average force for week ....26....men,

....16....teams, ...4....trucks

Percentage of total required yardage now in place ....76....

Surfacing will be completed about ....Oct. 31, 1922....

Number men in Engineering Party ....3....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....2.7.... *Percentage* ....100%....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 16, 1922., 192..

Job Name Baker Co. Line-Weiser, Surfacing 15.54 miles.

Week from 9-9-22 to 9-16-22

Mail Address Weiser Idaho.

Highway Old Oregon Trail

Telegraph or Telephone Address do

County Malheur Job Prefix 23 P D.

Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor on this job has made good progress the past week. The materials are running about the same. The plant at Sta. 375 finished laying base on the west end Sat. and we are now putting the extra rock on through the sand. This we will complete in two more days. We have the clay sub-grade covered with sand and will start covering the sand with clay Monday.

The trucks that were hauling for Mr. Irons the sub on the lower end pulled off the middle of the week and he has been compelled to use wagons. There seems to be something wrong with Irons as he is unable to keep men or trucks.

RECEIVED
SEP 25 1922
OREGON
STATE HIGHWAY COMMISSION

Signed P. L. Greene

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....16.64....

Miles completed ....8.0....

Miles partially done ....14.3....

Average daily yardage placed this week ....388....

Average daily yardage necessary to complete on time ....336....

Contractor's average force for week ....84....men,

....14....teams, ...5....trucks

Percentage of total required yardage now in place ....65....

Surfacing will be completed about ....Oct. 31, 1922....

Number men in Engineering Party ....3....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each

This job ....23 D.... Percentage ..100....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Form No. 39.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Pt 67

Date 9-9-22., 192...

Week from 9-2-22. to 9-9-22

Job Name Baker CO. Line-Weiser. Surfacing

15.54 miles

Highway Old Oregon Trail.

County Malheur. Job Prefix 23 P. D.

Mail Address Weiser, Idaho

Telegraph or Telephone Address do

Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor on this section has made very good progress the past week and if he can continue he will finish before the specified time.

Mr.C.C.Kelly and Mr. R.H.Baldock made an inspection trip over this job the last of the week and were well pleased with the road we are getting. They ordered more base material through the sand and thought it wise to lessen the base where we have a firm subgrade. They also ordered sand pur on the clay subgrade and clay put on the sand where we havent laid the base.

Due to the lack of rain in this vicinity for the last four months they ordered the road closed to traffic to protect the five miles of gravel macadam. This section will not set up until we get rain and the heavy traffic cuts it up very badly.

RECEIVED
SEP 18 1922
OREGON

(See back of this sheet for instructions and detailed information.)

Signed P.J. Gruenwald

Title Res. Engr.

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 6.8

Miles partially done 13.7

Average daily yardage placed this week 420

Average daily yardage necessary to complete on time 334

Contractor's average force for week 24 *men,*

14 *teams,* 6 *trucks*

Percentage of total required yardage now in place 57

Surfacing will be completed about Oct. 31, 1922.

Number men in Engineering Party 3

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 23 P. D. *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
SEP -5 1922
OREGON

PR 67

Date 9-2-22 *STATE H... COMMISSION*, 192...

Job Name Baker Co. Line-Weiser. Surfacing 15.54 miles. *Week from* 8-26-22 *to* 9-8-22

Mail Address Weiser Idaho

Highway Old Oregon Trail. *Telegraph or Telephone Address* do

County Malheur. *Job Prefix* 23 P D. *Express and Freight Address* do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has made very good progress the past week due to having two plants running.

Mr. Irons the sub at Sta. 147 has completed the laying of the base from that set-up and has about one half mile of the top course laid and it is very good. It is packing quickly and we are using considerable water to help set it up. I beleive we will obtain an execellent road from this pit.

The plant at Sta. 375 started up the first of the week and this pit proves to be as good if not better than the one at Sta. 147. The sub-grade was in very bad condition due to the light soil but we have been able to get it in good shape by using plenty of water. Due to the extreme heat we find it necessary to work our water trucks overtime but I think we will be able to eliminate any night work.

Mr. Dimick went over this section Sat. and we now have the road well covered with signs.

R.G.Meehan, rock-checker was transferred to Res. Engr. H.G.Smith at Ione, on Sept. 1st. per instructions from the Div. office.

Signed P S Greenwood.

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 5.5

Miles partially done 11.25

Average daily yardage placed this week 255

Average daily yardage necessary to complete on time 338

Contractor's average force for week ..... 24 *men,*

12 *teams,* 5 *trucks*

Percentage of total required yardage now in place 50

Surfacing will be completed about ..... Oct. 31, 1922.

Number men in Engineering Party 3

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 23 P D. *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
SEP 5 1922
STATE

Date Aug.26., 1922. 192..

Job Name Baker Co. Line-Weiser. Surfacing. Week from 8-19-22 to 8-26-22
15.54 miles.

Mail Address Weiser Idaho.

Highway Old Oregon Trail. Telegraph or Telephone Address do

County Malheur. Job Prefix 23 P D. Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Mr.Irons the sub on this job has made fair progress the past week. The material seems to be a trifle cleaner now and it will be necessary to use some filler on the base in places. The base has set up well where the material contained enough filler and the other few places we will set up by addittional binder.

The plant at Sta.375 started operating Sat. and it will be running full blast Monday. They filled the bunkers Saturday and the material looks very good.

The water tank for this set-up is on the job and we watered about 1000 ft. of sub-grade Sat. We have ordered a pumping outfit from Salem but it has not arrived as yet. Until it arrives we will be compelled to use a hand pump which is a rather slow process.

The road is still closed due to the bad sand but we will have the bad places covered with base rock in two weeks.

I have employed A.E.Faw as rock-checker for the plant at Sta. 375. at $100.00 per month flat.

Mr.Baldock made an inspection trip over this section on Tues. and passed an opinion on the material as good and advised not to cut out any of the filler when we start laying the top course.

A crew of men have erected [redacted] information and caution signs along this job this past week.

Signed O.S.Greenwood

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....15.54....

Miles completed ....5.0....

Miles partially done ....9.4....

Average daily yardage placed this week ....191....

Average daily yardage necessary to complete on time 350

Contractor's average force for week 30 *men,*

12 *teams,* 4 *trucks*

Percentage of total required yardage now in place ....43....

Surfacing will be completed about Oct. 31, 1922

Number men in Engineering Party ....4....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....23 P D.... *Percentage* ....100....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Aug. 20, 1922, 192

Job Name Baker Co. Line-Weiser. Surfacing. Week from 8-12-22 to 8-19-22

15.54 miles

Highway Old Oregon Trail

County Malheur Job Prefix 23 P D.

Mail Address Weiser Idaho.

Telegraph or Telephone Address do

Express and Freight Address do

RECEIVED AUG 22 1922 OREGON STATE HIGHWAY COMMISSION

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has made very good progress the past week and there is no question now but that he will finish in the specified time. Although the talus slide proves to be rather disappointing in regard to quantity Ibeleive we will be able to secure sufficient material without resorting to a great deal of blasting.

The material seems to be very good and the base rock is setting up in good shape. We have found it necessary to use additional base in places due to the sand and soft sub-grade but we will be able to stay within the estimate as we can save material in places where the grade is firm and solid. We are using plenty of water on the grade and it is a great help.

The plant at Sta. 378 is practically set up and it will be operating by the 24th. Ihave secured a truck from Malheur County and a water tank from the contractor so we will be able to water the grade and materials where necessary.

The crusher man for Mr. Irons met with a serious accident Thursday. His clothing was caught in a shaft and he was badly cut about the head as well as receiving a broken arm. I have cautioned Mr. Irons in regard to guarding exposed shafting.

Mr. Morris of the B.P.R. made an inspection of this job on Friday but offered no comments.

Signed P. L. Greenwood

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCT...

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 5.0

Miles partially done 8.0

Average daily yardage placed this week 262

Average daily yardage necessary to complete on time 341

Contractor's average force for week ..... 28 .....men,

..... 12 .....teams, ... 3 .....trucks

Percentage of total required yardage now in place 40

Surfacing will be completed about Oct. 31. 1922

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 P D. ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

P&L 7

Date 8-12-22, 192

Job Name Baker Co.Line-Weiser. Surfacing. *Week from* 8-5-22 *to* 8-18-22

15.54 miles *Mail Address* Weiser Idaho.

Highway Old Oregon Trail *Telegraph or Telephone Address* do

County Malheur *Job Prefix* 23 P D. *Express and Freight Address* do

AUG 17 1922

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Ort Ions the sub on this job is now making better progress than he ever has before. His plant is running in good shape and his only trubble now is getting the material to it. The talus slide is not as extensive as we had hoped as he is now up against soli rock in several places and of course that retards his out-put, but Ibeleive the rock will quarry very easy and as soon as he makes arrangements for this feature he will be able to increase his daily out-put.

We have found it necessary to increase the base in the sand at Sta. 78 to 82 as 4" of base could hardly be seen due to the extreme softness of this blow sand although we watered it thoroughly. I beleive we can save enough on the top course to take care of this short section.

The plant at Sta. 378 is coming along very good and will be operating by the 20th.

Mr.R.H.Baldock made an inspection trip over this job Tuesday and was pleased to find the gravel on the last five miles setting up so well. He also ordered the road from Weiser to Olds Ferry be closed which was necessary due to the condition of that portion in the sand as cars were having fifficulty in getting through. We will open it again as soon as we get the base course laid.

Signed J. L. Greenwood

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 5.0

Miles partially done 6.5

Average daily yardage placed this week ..... 260.

Average daily yardage necessary to complete on time 295

Contractor's average force for week ..... 21 ..... men,

..... 10 ..... teams, ... 2 ..... trucks

Percentage of total required yardage now in place 36

Surfacing will be completed about ..... Oct. 31, 1922

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 P D. ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date 8-5-22, 192

Job Name Baker Co. Line-Weiser

15.54 miles

Week from 7-29-22 to 8-5-22

Mail Address Weiser Idaho.

Highway Old Ore on Trail

Telegraph or Telephone Address

County Malheur Job Prefix 23 P.D.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor on this job started running at Sta. 147 on Friday and from appearances he will be able to maintain a good daily yardage. The material from this set-up is very good and I believe we will get a good road with this material.

We find that it takes a lot of water to pack the sub-grade as it is very dusty and soft.

The plant at Sta. 377 will be operating in another ten days. I have instructed them to arrange to install a dirt screen as it is evident that there will be too much dirt in the talus slide.

We had a small rain a few days ago and it helped the road a great deal. The sub-grade is getting very bad in places and we will have to do some work on it to keep it open to the traffic. I have taken this matter up with Mr. Baldock.

There has been no changes in the engineering personnel of this party.

RECEIVED
AUG 9 1922
STATE HIGHWAY COMMISSION

Signed E. J. Treasured

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 5.0

Miles partially done 5.5

Average daily yardage placed this week ..... 102.

Average daily yardage necessary to complete on time 290

Contractor's average force for week ..... 18 .....men,

..... 10 .....teams, ... 1 ..... trucks

Percentage of total required yardage now in place 34

Surfacing will be completed about ..... Oct. 31.1922.

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 P D. ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

PR 67

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 22, 1922. 192

Job Name Baker Co. Line-Weiser. Surfacing 15.54 Miles.

Week from 7-15-22 *to* 7-22-22.

Mail Address Weiser Idaho.

Highway Old Oregon Trail.

Telegraph or Telephone Address do

County Malheur *Job Prefix* 23 P D.

Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Mr. Ort Irons the sub-contractor on this job finished the set-up at Sta. 687 and is now installing the plant at Sta. 145 and will be operating in a week. He has secured new parts for his plant and I think he will be more successful at the present location than he was before.

Mr. Bowers is here superintending the putting up of the plant and I am sure the arrangements will be satisfactory.

Irons has sub-let five miles to Mr. Macker and he will be operating in ten days.

We have been running center line and will finish in three days more.

RECEIVED
JUL 26 1922

Signed C. S. Greenwood

Title Res Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 5.0

Miles partially done —

Average daily yardage placed this week —

Average daily yardage necessary to complete on time 264

Contractor's average force for week 25 men,

18 teams, 4 trucks

Percentage of total required yardage now in place 33⅓

Surfacing will be completed about Oct 31, 1922

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 2300 *Percentage* 100%

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs ..... *Percentage*.....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Pr 47

Date July 29,1922, 192

Job Name Baker Co.Line-Weiser Surfacing 15.54 miles

Week from 7-22-22 to 7-29-22

Mail Address Weiser Idaho

Highway Old Oregon Trail

Telegraph or Telephone Address do

County Malheur Job Prefix 23 P D

Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has been installing his plant on the lower end this past week and will be operating in a few days.

We will have two plants running by the 15th. of Aug. and I am positive we will finish this job on time.

We finished running in the center line this week and everything is in good shape.

I have kept one blade working and have been using the water as heretofore. The gravel is now setting up in good shape and I beleive it will make an excellent road.

RECEIVED
AUG 9 1922

Signed J. L. Greenman

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....1554.....

Miles completed .....5.0.....

Miles partially done .....—.....

Average daily yardage placed this week .....—.....

Average daily yardage necessary to complete on time .....270.....

Contractor's average force for week .....25.....men,

.....10.....teams, ...—.....trucks

Percentage of total required yardage now in place .....33%.....

Surfacing will be completed about .....Oct 31 1922.....

Number men in Engineering Party .....3.....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job.....23 P.D.....*Percentage*.....100%

Other jobs.....*Percentage*.....

Other jobs.....*Percentage*.....

Other jobs.....*Percentage*.....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 15, 1922., 192.....

Job Name Baker Co.Line-Weiser. Surfacing — Week from 7-8-22 to 7-15-22

15.54 miles.

Mail Address Weiser, Idaho.

Highway Old Oregon Trail

Telegraph or Telephone Address do

County Malheur Job Prefix 23 P D.

Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The sub-contractor on this job made poor progress the past week, but he has finally finished this set-up and is now taking down his plant preparatory to moving to his next set-up. His plant now are to setup the plant from the pit he has just finished, at Sta. 147 and he is endeavering to sub-let the middle five miles. If this is done we will be able to finish the job on time. Regardless of his success in letting the five miles we will insist on two installations.

Mr. Baldock Division Engineer went over the work the first part of the week and was satisfied with the material we are getting.

We now have two blades working full time and I think in a week we will have the five miles on this end looking good.

I will use the two rock-checkers running center line on the lower end.

RECEIVED
JUL 18 1922
OREGON
STATE HIGHWAY COMMISSION

Signed O.S. Greenwood

Title Resident Engineer.

(See back of this sheet for instructions and detailed information.)

Form No. 99

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GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 5.0

Miles partially done 0.

Average daily yardage placed this week 120

Average daily yardage necessary to complete on time 260

Contractor's average force for week 25 men,

18 teams, 5 trucks

Percentage of total required yardage now in place 32%

Surfacing will be completed about Oct. 31, 1922

Number men in Engineering Party 3

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 23 P D. *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 8, 1922., 192

Job Name Baker Co.Line-Weiser. Surfacing. Week from 7-1-22 to 7-8-22

15.54 miles Mail Address Weiser Idaho.

Highway ~~Malheur~~ Old Oregon Trail Telegraph or Telephone Address do

County Malheur Job Prefix 23 P D. Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has made poor progress this last week due to poor management. The crusher has been running satisfactorily but the trucks seem to be unable to get the material out on the job. He has put on more trucks but they haul when they feel like it. With all his difficulties I think Mr. Irons will finish this set-up in four more days.

Irons is trying to sub-let 5 miles of the surfacing in the middle of the job, but it is doubtful if he will be successful

The lumber is on hand for the addittional installation on the lower end but nothing further has been done.

I ~~st~~tend using the rock-checkers running center line as soon as this set-up is finished.

We have been using lots of water and have also found it necessary to put some filler on both the base and top courses.

RECEIVED JUL 11 1922 OREGON STATE HIGHWAY COMMISSION

Signed P.S.Greenwood.

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 4.0

Miles partially done 5.0

Average daily yardage placed this week 147

Average daily yardage necessary to complete on time 255

Contractor's average force for week 25 men,

18 teams, 5 trucks

Percentage of total required yardage now in place 30%

Surfacing will be completed about Oct. 31, 1922

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

and detailed information.)

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 23 P D 100% *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Title Res. Engr.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 1, 1922., *192*

Job Name Baker Co. Line-Weiser. Surfacing 15.54 miles.

Week from 6-24-22 *to* 7-1-22

Mail Address Weiser Idaho

Highway Old Oregon Trail

Telegraph or Telephone Address do

County Malheur *Job Prefix* 23 P D.

Express and Freight Address do OR

RECEIVED JUL 6 1922 STATE HIGHWAY COMMISSION

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Fairly good progress has been made this past week. The crushing plant has been running good, but Mr. Irons the sub-contractor is having difficulty in securing trucks to haul the gravel on the road. He informed me that he had more coming but they have not showed up as yet. If he had hauling facilities now he would be able to place at least 300 cu. yds. of material on the grade each day.

Mr.R.H.Baldock made an inspection trip over this section Tuesday and ordered more sand in the top course also recommended more water, therefore we are now running the sprinkler 22 hours per day.

C.L.McKesson of the Bureau of Public Roads made an Inspection trip over this project on Wed. and reported favorably on the materials we are getting. He offered no comments otherwise.

We have found it necessary to use some filler in the base course in order to set it up properly but I think 200 yds will be all that will be required on the 5 miles at this set-up.

Mr.Baldock informed Mr. Bowers that addittional instalation was necessary immediately to insure the completion of this job on time and the contractor is now arranging to install a plant at Sta. 145.

There has appeared at about Sta. 630, a crack in the sub-grade and it seems evident that we will have 200 or 300 ft. of grade to re-build in a short time. This is in the slide section.

Signed P.S.Greenwood.

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 15.54 .....

Miles completed ..... 3.0 .....

Miles partially done ..... 5.0 .....

Average daily yardage placed this week ..... 220 .....

Average daily yardage necessary to complete on time ..... 252 .....

Contractor's average force for week ..... 25 .....*men,*

..... 18 .....*teams,* ..... 3 .....*trucks*

Percentage of total required yardage now in place ..... 24 .....

Surfacing will be completed about ..... Oct. 31, 1922. .....

Number men in Engineering Party ..... 3 .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 P D. ..... *Percentage* 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Copy for the information of Mr. Nunn:

Spokane, Washington,
June 29, 1922.

Mr. R. H. Baldock, Division Engineer,
Oregon State Highway Commission,
La Grande, Oregon.

Dear Sir:

Your letter of June 27th has been forwarded to me by Mr. Bowers, and I wish to say that you have been very lenient with us in regard to our contract for surfacing the Weiser-Baker County line, and isasmuch as Irons has not been able to get out the yardage necessary to complete this work. we will put in another plant in order to finish this work on time.

While Mr. Bowers and I were at Weiser and met you, I thought if you would give Irons another chance, he would be able to make good, but see that for some reason or other, he hasnot been able to do so. will therefore meet your wishes, and as stated above, put in another plant.

Very truly yours,

MARCH & BOWERS,

By Geo. W. March.

GWM :A

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING.
PORTLAND, OREG.

June 22, 1922.

RECEIVED
JUN 26 1922

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attention Mr. Probert

Receipt is acknowledged of intermediate voucher No. 1, covering work performed on Oregon Federal aid project No. 67, during period April 17 to June 10, 1922.

Please submit copies of contract covering this work, upon receipt of which the voucher will be forwarded for payment.

Very truly yours,

E. H. Peirce

District Engineer.

Contracts were previously sent

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 17th. 1922., 192

Job Name Baker Co.Line-Weiser. surfacing — Week from 6-10-22 to 6-17-22

15.54 miles — Mail Address Weiser Idaho.

Highway OldaOregon Trail — Telegraph or Telephone Address do

County Malheur — Job Prefix 23 P D. — Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Very poor progress has been made on this job this week due to the continual breakdowns of the crushing plant operated by Ort Irons the sub-contractor of March and Bowers. This matter has been taken up with Mr. Baldock, Division Engineer.

So far it has not been necessary to use any filler on the materials, but we have found it necessary to use a sprinkler on the sub-grade and the base and top courses in places. Arrangements have been made whereby we can use a truck and sprinkler belonging to Malheur county, but we will not start this till the contractor shows a little more speed.

Mr. Irons in our estimation is inexperienced and will never be able to do much better than he is now doing with his present lay-out. All of his equipment is badly worn and and he hasnt any one around the plant that understands a crusher.

The material we are getting is very good and the only complaint is the amount.

RECEIVED JUN 22 1922

Signed P. J. Ericsson

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 25.54 .....

Miles completed ..... 1.0 .....

Miles partially done ..... 5.5 .....

Average daily yardage placed this week ..... 115 .....

Average daily yardage necessary to complete on time ... 240 .....

Contractor's average force for week 25 .....*men,*

..... 10 .....*teams,* ..... 4 .....*trucks*

Percentage of total required yardage now in place ..... 18% .....

Surfacing will be completed about ..... Oct 31, 1922 .....

Number men in Engineering Party ..... 3 .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job..... 23 P D ..... *Percentage*..75.....

Other jobs..... 23 G D ..... *Percentage*..25.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

June 16, 1922.

RECEIVED
JUN 17 '22

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon Federal Aid project No. 67 (Baker County Line-Weiser section) have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,

C H Rucell
District Engineer.

Form P. R. 2

State Oregon

Project No. 67

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

RECEIVED
MAY 15 1922

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of May, 1922

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes": and further amended by the Federal Highway Act, approved November 9, 1921 (Public No. 67, 67th Congress)

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 19th day of December, 1921

a project statement, which was approved by the Secretary on the 10th day of April, 1922, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the District Engineer on April 10, 1922, and approved by the Secretary on the 1st day of June, 1922; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

forty-three thousand, eight hundred forty-seven and 26/100

dollars ($43,847.26) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

Copy filed in Treasury

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(*a*) By the State ..... from sale of Bonds authorized by Legislature under Chapter 175, (By act of the Legislature of) (date and citation), Laws of 1917, and Chapter 31, Laws of 1920 ..... appropriating ..... dollars.

.....

*(*b*) By the County ..... of .....
(By tax levy or bond issue authorized by act of ..... (date and citation).

.....

*(*c*) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between ..... survey station 0+00 at the Baker-Malheur Counties line 4.85 miles east of Huntington, and survey station 827, approximately 2 miles south of the Weiser bridge and 15.4 miles north of Ontario .....

terminal points, a distance of ..... 15.54 ..... miles, known locally as ..... the Old Oregon Trail (Pendleton to Ontario) Malheur County. .....

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary. STRICKEN OUT

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed; and new structures deemed necessary by the Secretary or said agents but not included in such plans and specifications will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal Aid.

(d) It is hereby mutually agreed and understood that no additions to the mileage embraced in the system of Federal-aid highways, submitted and approved for the State of Oregon in accordance with Section 6 of the Federal Highway Act, will be requested by the Highway Department or approved by the Secretary until the said Highway Department, with or without Federal Aid, shall have widened, or entered into project agreement for widening, the surfacing provided for under this agreement to a width of not less than 18 ft., and in accordance with such plans, specifications, and estimates as may be required and approved by the Secretary or his authorized representatives.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed

(*a*) the said sum of forty-three thousand, eight hundred forty-seven and 26/100 dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673 per cent of seventy-one thousand, seven hundred twenty and no/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

approved as amended

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ..... STRICKEN OUT

..... (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

..... (Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of Oregon (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.) $24,454.69

In no event shall payment or payments made by the United States be in excess of [illegible] per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

STRICKEN OUT

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the First day of June, 1922.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By R. A. BOOTH, ABSENT

Chairman, State Highway Commission
(Title of officer.)

By J. H. Gram

Member, State Highway Commission
(Title of officer.)

[SEAL.]

By W. B. Barnett

Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

C. W. Pugsley
Acting Secretary of Agriculture.

Form No. PR. 1.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0+00 at the Baker-Malheur Counties line 4.85 miles east of Huntington, and survey station 827, approximately 2 miles south of the Weiser bridge and 15.4 miles north of Ontario locally known as the Old Oregon Trail (Pendleton to Ontario) Malheur County and designated in the records of this Department as Project No. 67, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $ 71,720.00 as the total estimated cost of said project, and the sum of $ 43,847.26 as the share of the United States, payable under said Act on account of such project, which does not exceed 61.13675 per cent of said total estimated cost.

Done in the District of Columbia, this First day of June one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley
Acting *Secretary of Agriculture.*

623

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE NO.

June 14, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
JUN 15 1922
OREGON

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are enclosing herewith one copy of the agreement estimate which was used as the basis of the project agreement on Oregon Federal Aid project No. 67 (Baker County Line-Weiser section of the Old Oregon Trail).

Yours very truly,

District Engineer.

State $7,877.76
Fed 43,847.76
$51,725.00

Copy sent to Baker

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PR 67

Date June 10. 1922., 192

Job Name Baker Co. Line-Weiser. Surfacing Week from 6-3-22 to 6-10-22

Miles--- 15.54 surfacing. Mail Address Weiser Idaho.

Highway Old Oregon Trail Telegraph or Telephone Address do

County Malheur Job Prefix 23 P D. Express and Freight Address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Ort Irons sub-contractor for March and Bowers has not made very good progress this week due to changing screens for the top course and being tied up two days on account of hard rains. It was impossible to screen the sand out when the material was wet but Saturday P.M. he started running full time. We have the base course on from this set-up and figure on getting 300 cu. yds. of top out every 24 hours. We should finish this set-up in three weeks.

The material for the top course is very good in our opinion and we will not be required to use any filler as the material seems to contain just enough sand to bind.

The base course is in pretty good shape now due to blading after the two days hard rain.

There has been no changes in the personnel of the engineering party.

RECEIVED
JUN 11 1922
OREGON

Signed O. Isherwood

Title Engr.

(See back of this sheet for instructions and detailed information.)

Copy sent to Baldock

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 0

Miles partially done 5.5

Average daily yardage placed this week 200

Average daily yardage necessary to complete on time 234

Contractor's average force for week 30 men,

20 teams, 5 trucks

Percentage of total required yardage now in place 16

Surfacing will be completed about Oct. 31, 1922.

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 23 2 D. *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Copy sent to Baldock

GEORGE K. MARCH, PRES. VOTED H.R. RALPH L. STRICKLE, SEC.-TREAS

MARCH-STRICKLE MOTOR CO.

DISTRIBUTORS

DURANT AUTOMOBILES AND FEDERAL TRUCKS

WOODS HYDRAULIC HOISTS, UNIVERSAL LOGGING AND POLE TRAILERS

SECOND AVE. AT JEFFERSON — SPOKANE, WASH. — June 5, 1922

W K

RECEIVED JUN 6 1922 OREGON STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Capitol Building,
Salem, Oregon.

Dear Sir:

I have your letter of June 1st relative to our contract for surfacing the Baker County Line-Weiser Section of the Old Oregon Trail.

Will say that this has been sublet to Mr. Ort Irons. At the time he came onto the job, I will admit that we were somewhat disappointed in his equipment. He had a portable outfit with a small crusher, and after running about thirty days, he had only put out 2412 yards. I saw that this was not going to be enough and I furnished him with the means of buying a larger crusher and money to make a permanent set-up and discard the portable one.

This new set-up started running on the afternoon of May 26th and I have just had a report from Mr. Irons up to June 1st. He had put out 1957 yards, or nearly 400 yards a day for that period. He has put on two shifts of ten hours each, and instead of using his horses for hauling the gravel, he has engaged and has now in use four trucks.

Mr. Bowers and myself were down on the job and got him started on his new set-up. We also, to further insure an increased output, have placed one of our best men in charge of the plant, which I am quite sure will now insure a permanent output of at least 300 yards per day.

We are going to keep in very close touch with this work and can assure you that we will not ask for an extension of time, but will have the job completed on or before October 31st.

Sincerely yours,

MARCH & BOWERS

By Geo. K. March

GKM:AM

Copy sent to Baldock

PR
67
1

June 5, 1922.

Marsh & Bowers,
1126 Second Avenue,
Spokane, Washington.

Gentlemen:

I am handing you herewith a copy of executed contract No. 499, which provides for 15.3 miles of surfacing between the Baker County Line and Weiser.

Very truly yours,

Secretary.

RAK:HI

PR
57

June 8, 1922.

National Surety Company,
Corbett Building,
Portland, Oregon.

Attention Mr. H. G. Leigh

Gentlemen:

I am handing you herewith a copy of executed contract No. 499 between March & Bowers and the State Highway Commission which provides for 15.5 miles of surfacing between the Baker County Line and Weiser.

Very truly yours,

Secretary.

RAK:HI

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
JUN 6 1922
OREGON
STATE HIGHWAY COMMISSION

Date June 5, 1922.

Job Name Baker Co., Line- Weiser . Surfacing *Week from* May 28th. *to* June 3.19

15.54 miles. *Mail Address* Weiser Idaho.

Highway Old Oregon Trail. *Telegraph or Telephone Address* Weiser Idaho

County Malheur *Job Prefix* 23 P D. *Express and Freight Address* do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

I was informed by Mr. Baldock, Division Engr. to take over this residency on June 1st., thereby releiving Mr.E.R.Green.

The contractor has made better progress this last week than any time heretofore. His plant is running 24 hours a day and he has placed on an average of 300 C.Yds. per day on the grade. He now has 3 blade machines and will be able to spread and maintain the material as well as prepare the sub-grade with this equipment. The sub-grade is in excellent condition now and requires very little work.

The material is very good now and is well mixed and free from pockets of fine material. We have had him adjust baffle-boards in order to mix his materials better, and we beleive from now on we will get a good job.

If he can keep up his present progress he will be able to finis on time. He contemplates putting on more trucks and intends to eliminate his teams.

The party on this job now consists of Res. Engr. and two inspectors, and we will be able to get along until the next set-up, as we have the center line staked from Sta.523 to 827.

Signed R.S.Greenwood

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 15.54 .....

Miles completed ..... None .....

Miles partially done ..... 4.5 .....

Average daily yardage placed this week ..... 300 .....

Average daily yardage necessary to complete on time ..... 235 .....

Contractor's average force for week ..... 30 .....*men,*

..... 30 .....*teams,* ..... 5 .....*trucks*

Percentage of total required yardage now in place ..... 8% .....

Surfacing will be completed about ..... Oct. 31.1922. .....

Number men in Engineering Party ..... 3 .....

INSTRUCTIONS

1

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 P D. ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PR 67

FIELD ENGINEER'S WEEKLY REPORT

June 1, 1922

March & Bowers,
1126 2nd Avenue,
Spokane, Washington.

Gentlemen:

Attention is called to progress on your contract for surfacing the Baker County Line- Weiser Section of the Old Oregon Trail.

Over 20% of the time has elapsed and less than 10% is now in place and a daily output of approximately 225 cubic yards per day will be required to enable you to complete within the specified time.

You will, therefore, increase your forces and equipment to insure completion of the work within the time specified and advise this office of your plans for accomplishing this result.

Yours truly,

State Highway Engineer.

CCK:EM

cc. R. H. Baldock, Division Engineer, La Grande, Oregon.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 21, 1922

Job Name Baker Co Line - Unity

Week from May 14 to May 21

Mail Address Huntington Ore.

Highway Old Oregon Trail

Telegraph or Telephone Address " "

County Malheur Job Prefix 23PD

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

We surfacing have about finished Station 1165 and have moved down the middle of last week, and to this date have graveled to within 50 ft of the end. Each day the men operating the tractor have been picking up left over gravel in the road. We have had some trouble with the tractor but the repairs have been made in the shop at night. Will be able to complete this job in the specified time. Consider action on the part of Illinois and Kansas in going to law rather unfriendly and unfair. Have a telephone line from Sta 207 to 608.

Signed W E Dunn

Title Res Eng

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 0

Miles partially done 2.63

Average daily yardage placed this week 0

Average daily yardage necessary to complete on time 224

Contractor's average force for week ..... Brot down men,

.....teams, ...trucks

Percentage of total required yardage now in place 7%

Surfacing will be completed about ..... Oct 31 1922

Number men in Engineering Party 5

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 23 PD *Percentage* 35%

Other jobs 1 DC *Percentage* 65%

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 28, 1922

Job Name Baker to Zone – Alkali

Week from May 2 to May 27

Mail Address Huntington Ore

Highway Old Oregon Trail

Telegraph or Telephone Address " "

County Baker Job Prefix 230 D

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

RECEIVED
JUN 2 1922
OREGON
STATE HIGHWAY COMMISSION

Signed

Title

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 15.5±

Miles completed .....

Miles partially done 3.6

Average daily yardage placed this week 202

Average daily yardage necessary to complete on time 731

Contractor's average force for week ..... 28 .....*men,*

..... 29 .....*teams,* ..... 4 .....*trucks*

Percentage of total required yardage now in place 8.7

Surfacing will be completed about ..... Oct 31 19

Number men in Engineering Party 6

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 PV ..... *Percentage* 40%

Other jobs ..... 1 PC ..... *Percentage* 60%

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PR 67

Oregon State Highway Commission

REPORT OF SAND LINE

RECEIVED
NOV 20 1922
OREGON
HIGHWAY COMMISSION

FILED
H.B.

23 PD-
Contract.

Salem, Oregon,
May 19, 1922.

March & Bowers,
1126 2nd Avenue,
Spokane, Wash.

Attention Mr. Bowers.

Dear Sir:

This is to advise that the Baker County Line - Weiser surfacing does not seem to be progressing very satisfactorily, and I would appreciate talking this matter over with you on the ground. Advise if it will be possible for you to meet me Friday, May 26th at Ontario, at which time we can go over the work with Mr. Irons.

I firmly believe under the present methods of operations, based on past performance of the plant, that you will be unable to complete within your time limit. I call your attention to this at this time because there is still an opportunity to reorganize and complete within the time limit if the matter is given immediate attention.

Very respectfully,

R H Baldock
Division Engineer.

RHB V

cc Mr. Munn,
cc Mr. Green,

15667—5M—6-21.

Oregon State Highway Commission

REPORT OF SAND TEST

Date Reported 5/16/22 Lab. No. 9701

Source Snake R Bar 500 ft left of Sta 25 plus 00 Field No. 4695

County Malheur

Quantity Represented 250 cy Job Baker Co Line -Weiser

To be used Class A concrete Br. Sampled by Max J. Kuney

Report of Sieve Tests

Per cent retained on:

No. 4	No. 8	No. 14	No. 28	No. 48	No. 100	Passing No. 100
0.0	15.6	25.4	63.6	90.4	99.2	0.8

Washed before being tested

Strength Tests
1 cement: 3 sand

Compression				Tension			
This Sand		Standard		This Sand		Standard	
7 Days	28 Days	7 Days	28 Days	7 Days	28 Days	7 Days	28 Days
1548	2937	1570	3340	340	335	300	380
1622	3442	1672	3340	295	380	305	380
1955	2937	1771	3340	310	375	270	380
1701	3105	1738	3340	315	365	292	380

This sand 11.0 % Water.

Standard sand 9.1 % Water.

Compression	Tension	
102.5	100.0	per cent of standard sand, 7 days
93.2	95.5	per cent of standard sand, 28 days

Remarks: 28 day tests indicate that sand represented by this sample is suitable for use although a little fine. Must be washed before being used.

CC R H Baldock
Max J Kuney
C B McCullough
Office

Testing Engineer.

Form No. 89.

P 67

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job Name Baker Co Line - Weiser

Highway Old Oregon Trail

County Malheur Job Prefix 23PD

Date May 14, 192 2

Week from May 7 to May 14

Mail Address Huntington Ore

Telegraph or Telephone Address " "

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Art Dunn, who is sub-contractor for Wacker and Brown on this section, broke down completely last Sat and we kept the light plant going all week and every night for light for the work and went all to pieces. He is now remodeling his whole plant and has a #3 generator crusher ordered from Baker City He expects to be set up and in operation again by the middle of this coming week, but as the crusher has not arrived in Weiser yet C Stark is doubtful of the get set up by the end of the week.

We planned to have trucks on the job with gas power winch and intend operating two - ten hour shifts.

My opinion is that Mr Dunn is getting a lot of experience out of this job

RECEIVED MAY 20 1922

Signed C Hawn

Title Res Eng

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 0

Miles partially done 2.63

Average daily yardage placed this week 100

Average daily yardage necessary to complete on time 212

Contractor's average force for week 24 men,

30 teams, ... trucks

Percentage of total required yardage now in place 7%

Surfacing will be completed about Oct 31 1922

Number men in Engineering Party 6

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 23 PD *Percentage* 20%

Other jobs 1 DC *Percentage* 80%

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS.

May 19th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PR 67

Dear Sir:

We are returning herewith to you three copies of project agreement on the Baker County Line-Weiser Section, Oregon Federal Aid Project No. 67.

These agreements have been executed by the State Highway Commission.

Yours very truly,

HERBERT HUNT,
State Highway Engineer.

By

Office Engineer.

Dic. by J.W. DeCosta
CHC
Encls

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

May 4, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Herbert Bunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are enclosing three copies of the project agreement for Oregon Federal Aid project No. 67. These copies should be signed by the State Highway Commission and returned to this office.

Yours very truly,

C. H. PURCELL
District Engineer.

By D. W. Kinney
Acting

Copy of Agmt

RECEIVED
MAY 5 1922
OREGON
STATE HIGHWAY COMMISSION

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 7, 1922

Job Name Burnt River - Weiser

Week from Apr 30 to May 7

Mail Address Huntington Ore

Highway Old Oregon Trail

Telegraph or Telephone Address " "

County Baker Job Prefix 23 P.D.

Express and Freight Address " "

RECEIVED MAY 10 1922 STATE HIGHWAY COMMISSION

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

On May 4th when I made an inspection of the surfacing plant Weiser I found that the contractor was making a long and a short haul on order to take care of their output One order to make a material skinning it was necessary for them to do this for two reasons, first he had no bunker capacity (about 24 cu.) second he is using trucks to do his hauling.

As there was a difference of two miles between the two dumping points it is evident that one trucker could not take care of both plants properly. I told them to continue this work as we found and placed the matter to Mr. Eng Baldock as the contractor protested agains an order of a one haul

On a telephone conversation Mr. Eng Baldock agreed to furnish another trucker upon the condition that this would be a limited increase on the daily output.

The sub-contractor on this job now has two good graders to take care of shaping and subgrade work and has ordered a Diesel tractor. should be on the job. Signed F. H. Bruns

Title Res. Eng.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 13.54

Miles completed 0

Miles partially done 2.18

Average daily yardage placed this week 124

Average daily yardage necessary to complete on time 209

Contractor's average force for week ..... 24 men,

..... 30 teams, ... trucks

Percentage of total required yardage now in place 6%

Surfacing will be completed about ..... Oct 31 1922

Number men in Engineering Party 3

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 23 PD ..... *Percentage* 30%

Other jobs ..... 1 DC ..... *Percentage* 70%

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

May 1, 1922

Mr. H. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Herewith is the classification of the Weiser-Baker County Line Section, which was made on a recent trip over this Section.

Please compile a statement showing this classification in reference to our resident engineer's classification. No change, however, will be made in the classification until the final acceptance of the job:

Station to Station	Two basis class. Common	Solid R.	Three basis classification. Common	Intermed.	S. R.
640 to 670	100	-	100	-	-
670 to 667 plus 50	70	30	60	60	-
667 plus 50 to 657 = 656 ahead	90	10	70	30	-
Junction alternate lines.	-	-	-	-	-
656 to 652	85	15	40	60	-
- -	-	-	-	-	-
652 to 649 (Fill)					
649 to 648	90	10	70	30	-
646 to 642 plus 50	75	25	30	60	10
642 plus 50 to 636 plus 75	90	10	70	30	-
636 to 634	95	5	60	40	-
634 to 630	95	5	50	50	-
630 to 626 plus 50	90	10	30	70	-
626 plus 50 to 626 plus 20	100	-	100	-	-
626 plus 20 to 625 plus 75	90	10	60	40	-
625 plus 75 to 625 plus 50	100	-	90	10	-
625 plus 50 to 625 plus 00	90	10	60	40	-
625 plus 50 to 624	100	-	100	-	-

621 - 618	95	5	60	40	-	
618 - 615	75	25	50	40	10	
615 - 608 plus 50	100	-	100	-	-	
608 plus 50 - 606 plus 00	95	5	-	-	-	
606 plus 00 - 591	100	-	100	-	-	
591 - 589	95	5	70	30	-	
589 - 585	100	-	100	-	-	
585 - 583	100	-	60	40	-	
583 - 582	90	10	30	70	-	
582 - 579	100	-	100	-	-	
579 - 574	100	-	70	30	-	
574 - 572	95	5	70	30	-	
572 - 569 plus 50	100	-	100	-	-	
569 plus 50 - 562	100	-	100 ?	-	-	
562 - 557	100	-	100	-	-	
557 - 495	100	-	100	-	-	
495 - 484	100	-	70	30	-	
484 - 482	90	10	100	-	-	
482 - 371 = 371 alt. junct.	100	-	100	-	-	
371 - 361 plus 50	100	-	30	60	10	
361 plus 50 - 359 plus 50	75	25	25	50	25	
359 plus 50 - 357 plus 50	50	50	70	30	-	
357 plus 50 - 356	85	15	85	15	-	
356 - 350 plus 50	100	-	80	20	-	
350 plus 50 - 349	100	-	25	25	50	
349 - 348 plus 00	30	70	80	20	-	
348 plus 00 - 347 plus 25	95	5	80	20	30	
347 plus 25 - 344 plus 50	20	80	-	20	-	
344 plus 50 - 343 plus 50	95	5	40	50	10	
343 plus 50 - 340 plus 50	100	-	90	10	-	
340 plus 50 - 325	100	-	100	-	-	
325 - 320	100	-	80	20	-	
320 - 317 plus 50	-	100	-	100	-	
317 plus 50 - 315 plus 50?	90	10	60	30	10	
315 plus 50 - 309	100	-	100	-	-	
309 - 307 plus 50	100	-	70	30	-	
307 plus 50 - 306	100	-	85	15	-	
306 - 304	100	-	100	-	-	
304 - 300 plus 50 ?	100	-	80	20	-	
300 plus 50 - 293 ?	100	-	70	30	-	
290 plus 50 - 289 plus 50	60	40	60	-	40	

290 plus 50 - 289 plus 50	100	-	-	-	100
289 plus 50 - 288	25	75	25	-	75
288 - 284	-	100	-	-	100
284 - 282 plus 50	90	10	80	20	10
282 plus 50 - 281	-	100	-	-	100
281 - 279 plus 25	70	30	-	65	35
279 plus 25 - 277 plus 50	70	30	-	65	35
277 plus 50 - 272	-	100	-	-	100
272 - 260 plus 50	100	-	100	-	-
260 plus 50 - 259	90	10	90	35	5
259 - 256 plus 25	100	-	100	-	-
256 plus 25 - 255 plus 20	25	75	25	-	75
255 plus 20 - 252 plus 00	100	-	100	-	-
252 plus 00 - 231 plus 50	20	80	20	-	80
231 plus 50 - 230	100	-	100	-	-
230 - 182	100	-	100	-	-
182 - 180 plus 50	20	80	20	-	80
180 plus 50 - 176	100	-	95	5	-
176 - 175	95	5	80	15	5
175 - 174	100	-	100	-	-
174 - 172 plus 35	100	-	90	10	-
172 plus 35 - 171 plus 50	-	100	-	-	100
171 plus 50 - 170	95	5	95	-	5
170 - 168	100	-	80	20	-
168 - 166	100	-	90	10	-
166 - 164	25	75	25	-	75
164 - 162 plus 85	10	90	10	-	90
162 plus 85 - 162 plus 50	80	20	60	30	10
162 plus 50 - 159 plus 50	100	-	90	10	-
159 plus 50 - 151 plus 50	100	-	90	10	-
151 plus 50 - 150	80	20	70	21	10
150 - 142 plus 50	100	-	100	-	-
142 plus 50 - 142	-	100	-	-	100
142 - 141 plus 50	80	20	60	20	20
141 plus 50 - 141	15	85	15	-	85
141 - 139 plus 50	65	35	30	40	30
139 plus 50 - 138 plus 50	70	30	70	-	30
138 plus 50 - 120	100	-	100	-	-
120 - 110 plus 50	100	-	80	20	-
110 plus 50 - 108 ?	50	50	50	-	50
108 - 64	100	-	100	-	-
64 - 63	80	20	70	20	10
63 - 60	100	-	100	-	-

Yours truly,

Assistant Engineer.

COK:LM

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct 30th, 192 2

Job Name Baker Cutoff - Huntington

Week from Oct 23 to Oct 30

Mail Address Huntington Ore

Highway Old Oregon Trail

Telegraph or Telephone Address " "

County Baker Job Prefix 23PD

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Fair progress was made on the grade of the Huntington end of job during the past week. Art Evans subletting this work have Mack and Evans two teams hauling fill material to the small pit in the draw the team at one mile in the draw the last of next week.

We have two teams hauling material to the grade from pit and picking up fill dirt and loose gravel to surface with the two teams will be engaged to the same purpose for the next week as the fill will not be finished and we will have to get more gravel to it to fill to grade

RECEIVED
MAR 8 1922

Signed G. R. Ford

Title Res. Eng.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed 0

Miles partially done 1.55

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week 24 men,

28 teams, ... trucks

Percentage of total required yardage now in place 1%

Surfacing will be completed about Oct 31 1932

Number men in Engineering Party 4

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 23 P.P. *Percentage* 30%

Other jobs 1 DC *Percentage* 70%

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

8867

April 28, 1922

Mrs. M. C. Leigh,
District Manager,
National Surety Company,
Corbett Building,
Portland, Oregon.

Dear Sir:

In response to your request of April 25th I am handing you herewith four copies of the March & Bowers contract No. 499, which is for the Baker County Line-Weiser Section of the Old Oregon Trail in Malheur County, which are returned for your counter signature.

Very truly yours,

Secretary.

DAK:LM
Encls.

...ORE PEOPLE THAN ANY OTH...MPANY IN THE WORLD

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

WORLDS LARGEST SURETY COMPANY

H. C. LEIGH
EDWARD P. WELCH
"THE BOND MAN"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
[AUTHORITY LIMITED]
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON

April 25, 1922

Roy A. Klein, Secretary,
Oregon State Highway Comm.,
Salem, Oregon.

Dear Sir:

I have received letter from our agent at Spokane advising that contract forms of March & Bowers have been sent direct to you. They were intended for this office to be countersigned, and I request that you forward same here for that purpose.

Trusting to receive same promptly, I remain

Yours very truly,

D E Gorton

DEG:D

Assistant Manager

APR 26 1922

15607—5M—6-21.

Oregon State Highway Commission

REPORT OF SAND TEST

Date Reported 4/25/28 Lab. No. 9419

Source 200' rt Sta 322 Field No. 4694

County Malheur

Quantity Represented 500 cy Job Baker Co Line-Weiser

To be used Class A concrete Sampled by Max J Kuney

Report of Sieve Tests

Per cent retained on:

No. 4	No. 8	No. 14	No. 28	No. 48	No. 100	Passing No. 100
0.0	6.2	9.0	35.4	85.0	98.0	2.0

Strength Tests
1 cement: 3 sand

Compression				Tension			
This Sand		Standard		This Sand		Standard	
7 Days	28 Days	7 Days	28 Days	7 Days	28 Days	7 Days	28 Days
961	1923	1670	3240	240	295	315	420
1164	1977	1771	2633	220	315	310	450
961	2023	1468	2633	230	290	335	415
1029	1974	1636	2935	230	300	320	422

This sand 12.3 % Water.

Standard sand 9.6 % Water.

Compression	Tension	
62.4	71.9	per cent of standard sand, 7 days
69.8	71.3	per cent of standard sand, 28 days

Remarks: Sand represented by this sample is very poor in strength and grading, if used 25 or 30% cement should be added.

CC R H Baldock
Max J Kuney
C B McCullough
Office

Testing Engineer.

15667—5M—6-21.

Oregon State Highway Commission

REPORT OF SAND TEST

Date Reported 4/25/28 Lab. No. 9419

Source 200' Rt Sta 432 Field No. 4694

County Malheur

Quantity Represented 500 cy Job Baker Co Line-Weiser

To be used Class A concrete Sampled by Max J Kuney

Report of Sieve Tests

Per cent retained on:

No. 4	No. 8	No. 14	No. 28	No. 48	No. 100	Passing No. 100
0.0	6.2	9.0	35.4	83.0	98.0	2.0

Strength Tests
1 cement: 3 sand

Compression				Tension			
This Sand		Standard		This Sand		Standard	
7 Days	28 Days	7 Days	28 Days	7 Days	28 Days	7 Days	28 Days
961	1923	1670	3240	240	296	315	430
1164	1977	1771	2633	220	315	310	430
961	2023	1468	2633	230	290	335	415
1029	1974	1636	2935	230	300	320	422

This sand 12.5 % Water.

Standard sand 9.6 % Water.

Compression	Tension	
62.4	71.9	per cent of standard sand, 7 days
69.8	71.3	per cent of standard sand, 28 days

Remarks: Sand represented by this sample is very poor in strength and grading. If used 25 or 30% cement should be added.

CC E H Baldock
Max J Kuney
C B McCullough
Office

Testing Engineer.

16536—4M—10-21.

Oregon State Highway Commission

REPORT OF GRAVEL TEST

Date Reported 4/25/22 Lab. No. 9782

Source Snake R Bar 200' left Sta 25 plus 00 Field No. 4695

County Malheur

Quantity Represented 250 cy Job Baker Co Line-Weiser

To be used Class A concrete Sampled by Max J Kuney

SCREEN ANALYSIS

Retained on 3 inch	%
Retained on 2½ inch	%
Retained on 2 inch	4.0 %
Retained on 1½ inch	26.7 %
Retained on 1 inch	42.7 %
Retained on ¾ inch	56.7 %
Retained on ½ inch	68.8 %
Retained on ⅜ inch	80.8 %
Retained on No. 4	100.0 %
Sand in sample as submitted	35.7 %

Specific Gravity 2.66

Abrasion per cent wear 7.55 %

Remarks:

CC R H Baldock
Max J Kuney
C B McCullough
Office

TESTING ENGINEER

15667—5M—6-21.

PR67

Oregon State Highway Commission

REPORT OF SAND TEST

Date Reported 4/25/22 Lab. No. 9781

Source Snake R bar 500' left of Sta 25 plus 00 Field No. 4695

County Malheur

Quantity Represented 250 cy Job Baker Co Line-Weiser

To be used Class A concrete Sampled by Max J. Kuney

Report of Sieve Tests

Per cent retained on:

No. 4	No. 8	No. 14	No. 28	No. 48	No. 100	Passing No. 100
0.0	15.8	25.4	53.5	90.4	99.2	0.8

Washed before testing

Strength Tests
1 cement: 3 sand

Compression				Tension			
This Sand		Standard		This Sand		Standard	
7 Days	28 Days	7 Days	28 Days	7 Days	28 Days	7 Days	28 Days
1588		1570		340		300	
1822		1872		295		305	
1953		1771		310		270	
1781		1738		315		292	

This sand 11.0 % Water.

Standard sand 9.1 % Water.

Compression	Tension	
102.5	108.0	per cent of standard sand, 7 days
		per cent of standard sand, 28 days

Remarks: Grading is a little too fine. 7 day tests indicate that sand represented by this sample is suitable for use in Class A concrete.

CC R H Baldock
C B McCullough
Max J Kuney
Office

Testing Engineer.

16536—4M—10-21.

Oregon State Highway Commission

REPORT OF GRAVEL TEST

Date Reported 4/25/22 Lab. No. 9782

Source Snake R Bar 200' left Sta 25 plus 00 Field No. 4695

County Malheur

Quantity Represented 250 cy Job Baker Co Line-Weiser

To be used Class A concrete Sampled by Max J Kuney

SCREEN ANALYSIS

Retained on 3 inch	%
Retained on 2½ inch	%
Retained on 2 inch	4.0 %
Retained on 1½ inch	26.7 %
Retained on 1 inch	42.7 %
Retained on ¾ inch	56.7 %
Retained on ½ inch	68.8 %
Retained on ⅜ inch	80.8 %
Retained on No. 4	100.0 %
Sand in sample as submitted	85.7 %

Specific Gravity 2.66

Abrasion per cent wear 7.56 %

Remarks:

CC R H Babcock
Max J Kuney
C B McCullough
Office

TESTING ENGINEER

15667—5M—6-21.

Oregon State Highway Commission

REPORT OF SAND TEST

Date Reported 4/25/22 Lab. No. 9781

Source Snake R Bar 500' left of Sta Field No. 4695

25 plus 00 County Malheur

Quantity Represented 250 cy Job Baker Co Line-Weiser

To be used Class A concrete Sampled by Max J. Kuney

Report of Sieve Tests

Per cent retained on:

No. 4	No. 8	No. 14	No. 28	No. 48	No. 100	Passing No. 100
0.0	15.8	25.4	53.5	90.4	99.2	0.8

Washed before testing

Strength Tests
1 cement: 3 sand

Compression				Tension			
This Sand		Standard		This Sand		Standard	
7 Days	28 Days	7 Days	28 Days	7 Days	28 Days	7 Days	28 Days
1568		1570		340		300	
1822		1872		295		305	
1953		1771		310		270	
1781		1738		315		292	

This sand 11.0 % Water.

Standard sand 9.1 % Water.

Compression	Tension	
102.5	103.0	per cent of standard sand, 7 days
		per cent of standard sand, 28 days

Remarks: Grading is a little too fine. 7 day tests indicate that sand represented by this sample is suitable for use in Class A concrete.

CC R H Baldock
C B McCullough
Max J Kuney
Office

Testing Engineer.

...TE HIGHWAY DEPAR...NT

...MPLE SUBMITTED FOR LABORATORY TEST

...e name of job upon which material is to be used or from which sample is submitted) 2nd - Warren, grading -236B- Sample No. HD4695

...Kalhen Data Sheet No. .....
(Numbers for each job to begin with one)

...tractor Warren Construction Company Date April 12, 1922
(Give name of contractor if work is under contract)

Shipped April 12 1922 By Express
(Date) (Express, Parcel Post)

Kind of package Rock Approximate quantity 35#
(Sack, box or other wrapper)

Identification marks on package HD4695
(Preferably use sample number given at top of this sheet)

By whom submitted Wm. Kinney Student Engineer
(Name) (Title)

46 Dekum Building, Warren Drake
(Address)

If sample submitted is of material to be used in construction, fill in following:

Kind of material Aggregate To be used in Fill (1) construction
(Bridge, culvert, pavement, macadam)

What particular part of work Class A - Mat, Wings, Curb etc.
(Class A, B or C concrete, piers, superstructure, top course, base)

Purpose of test General

Source of sample Drake Crushing Co. # No. 25+00.

Has material from same source been tested previously No If so, give sample numbers .....

Quantity of material represented by sample 2000 Y

Average length of haul to job, by rail or water .....; overland 1/2 mile.

If sample is a paving sample taken from pavement in place, fill in following:

Kind of pavement ..... Course .....

Location by station numbers .....

Date laid ..... Date sampled .....

Remarks: This appears to be the only locally available natural—
Imported mat. sufficient to handle most of work, R R Ballast
etc -
Duplicates are in the sample sent to A Nunn.

INSTRUCTIONS:

This form to be filled out and submitted whenever a sample of material or pavement is sent in for laboratory test or analysis. White sheet to be mailed to E. W. Lazell, 537 Railway Exchange Bldg., Portland, and blue sheet to Herbert Nunn, State Highway Engineer. Yellow sheet to be retained by field engineer or inspector. The "Data Sheet No." is for record of samples submitted from each job and should begin with one and run consecutively. Samples should be sent direct to E. W. Lazell, 537 Railway Exchange Bldg., Portland, and for purposes of identification should be plainly marked on the outside of the package with the sample number appearing at the top of this sheet, and in addition, the name of the sender and the job from which the sample is submitted.

Respectfully submitted,

Wm. Kinney
Res Engr

GEORGE K. MARCH, Pres. RALPH L. STRICKLE, Sec.-Treas.

MARCH-STRICKLE MOTOR CO.

DISTRIBUTORS

DURANT AUTOMOBILES AND FEDERAL TRUCKS

WOODS HYDRAULIC HOISTS, UNIVERSAL LOGGING AND POLE TRAILERS

PR 67

SECOND AVE. AT JEFFERSON SPOKANE, WASH. April 24, 1922

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention, Mr. Klein.

I am returning under separate cover four copies of the contract for the Baker County Line-Weiser job, duly executed and signed by the bonding company, as per instructions contained in your letter of April 10th.

I am sorry that this has been delayed so long, but the writer has been out of town looking after the new job at Cline Falls-Sisters. I hope this delay has not inconvenienced you.

Very truly yours,

MARCH & BOWERS

GKM:AM By Geo. K. March

APR 25 1922
OREGON
HIGHWAY COMMISSION

Form No. 39.

DR 67

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Apr. 16, 1922

Job Name Baker County line - Wieser

Week from Apr. 8 to Apr. 15

Mail Address Huntington, Ore.

Highway Old Oregon Trail

Telegraph or Telephone Address " "

County Malheur Job Prefix 23 PD

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Ort Davis, sub contractor, erecting plant.
Very little grade ready for surfacing, except by roundabout haul. Hudson Const. Co. will most likely have grade prepared in time to avoid shut down by surfacing contractor.
Attention is called to the time limits on the separate contracts for grading and surfacing.

RECEIVED
APR 24 1922

Signed Geo P. Jones

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.5-4

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 15 *men,*

..... 10 *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about ..... Oct. 31. 1927

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

67

April 10, 1922

March & Bowers,
1126 Second Avenue,
Spokane, Washington.

Gentlemen:

I am handing you herewith four copies of the contract and bond for the paving of the Baker County Line-Weiser Section of the Old Oregon Trail in Malheur County, our contract No. 499.

Please execute all four copies of the contract and bond and return all the copies to this office for the signatures of the members of the Highway Commission, after which we will be pleased to furnish you one copy for your files and one copy to the surety on the bond.

Very truly yours,

Secretary.

RAK:LM
Encls.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date April 8, 1922, 192

Job Name Baker Co. Line- Weiser, surfacing — Week from 4-2-22 to 4-8-22

March and Bowers — Mail Address Weiser Idaho

Highway Old Oregon Trail — Telegraph or Telephone Address do.

County MALHEUR — Job Prefix 23 PD — Express and Freight Address do.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Ort Irons, a Montana contractor, has subbed this work from March and Bowers, and has his equipment on the job. He has one crusher outfit, including about sixty head of horses and mules and thirty dump and stick wagons. He does not intend to use any motor trucks on the job. Mr. Irons insists that he will be ready to spread gravel on Wednesday of next week. He has started to set up at the pit on top of the mountain near Sta. 696. It is possible that he may be ready when he expects but I beleive that he is optimistic by about ten days at least.

The way things are now there is no place for him to work on the grade, nothing is completed in sufficient extent to carry on surfacing. Mr. Bowers was here last night and with Mr. Hausery we talked over this proposition. The Hauser Construction Co. will co operate with March and Bowers and try to have three miles ready for them at the end of next week I beleive that in a month from now there will be sufficient grade finished so that the surfacing contractor can carry on his operations without further interference.

Signed Max J. Kuney

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.54

Miles completed .0

Miles partially done .0

Average daily yardage placed this week .0

Average daily yardage necessary to complete on time -------

Contractor's average force for week 10 men,

30 teams, 1 trucks

Percentage of total required yardage now in place 0

Surfacing will be completed about Nov. 1, 1922

Number men in Engineering Party 0

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PR 67/

March 29, 1922

County Court of Malheur County,
Vale, Oregon.

Gentlemen:

I am handing you herewith a tabulation of the bids received for the rock surfacing of the Baker County Line-Weiser Section of the Old Oregon Trail in your county.

Very truly yours,

Secretary.

RAK:LM
1 Encl.

cc. R. H. Baldock, Division Engineer, La Grande, Oregon.

PR67

March 28th, 1922.

Hauser Construction Co.,
807 Henry Bldg.,
Portland, Oregon.

Attention K.D. Hauser

Gentlemen:

In accordance with your letter of March 23rd, there were mailed to you yesterday two complete profiles for the Weiser-Baker County Line Section of the Old Oregon Trail. These cover both the original and revised locations.

Yours very truly,

HERBERT NASH,
State Highway Engineer.

By

SHP:CHC

Office Engineer.

ROBERT V. HAUSER, VICE-PRESIDENT

KENNETH D. HAUSER, SECRETARY

HAUSER CONSTRUCTION COMPANY
ENGINEERS – GENERAL CONTRACTORS
807 HENRY BUILDING
PORTLAND, OREGON

March 23rd
1 9 2 2

Oregon State High Commissioner,
Salem, Oregon.

Attention Mr. S. H.
Probert.

Gentlemen:

Will you kindly send us one, and if possible two, of the revised profiles for the Weiser-Baker County Line grading work, and oblige

Yours very truly,

HAUSER CONSTRUCTION COMPANY

K. D. Hauser.
K. D. HAUSER.

KDH M

ANSWERED
S. H. Probert

Sent 2 Sets old Profile Print.
" 2 Sets Revised "
3/27/22

16536—4M—10-21.

Oregon State Highway Commission

REPORT OF GRAVEL TEST

Date Reported 3.27/22

Source near Sta 106

Quantity Represented

To be used Class A conc.

Lab. No. 9361

Field No. 4693

County Benton

Job Benton Co. inc. reis.r

Sampled by J Kuney

SCREEN ANALYSIS

Retained on 3 inch	%
Retained on 2½ inch	15.3 %
Retained on 2 inch	32.9 %
Retained on 1½ inch	41.6 %
Retained on 1 inch	52.5 %
Retained on ¾ inch	76.5 %
Retained on ½ inch	87.9 %
Retained on ⅜ inch	100.0 %
Retained on No. 4	%
Sand in sample as submitted	%

Specific Gravity — Durability —

Abrasion per cent wear — %

Remarks:

C. I. Baldock
J Kuney
Office

TESTING ENGINEER

15607—5M—6-21.

PA67

Oregon State Highway Commission

REPORT OF SAND TEST

Date Reported 3/27/22 Lab. No. 9362

Source near Sta 106 Field No. [illegible] 4693

County [illegible]ather

Quantity Represented Job Baker Co Line [illegible]elser

To be used Class A concrete Sampled by Max J Kuney

Report of Sieve Tests

Per cent retained on:

No. 4	No. 8	No. 14	No. 28	No. 48	No. 100	Passing No. 100
0.0	26.0	44.8	62.4	82.0	93.4	6.6

Strength Tests
1 cement: 3 sand

Compression				Tension			
This Sand		Standard		This Sand		Standard	
7 Days	28 Days	7 Days	28 Days	7 Days	28 Days	7 Days	28 Days

This sand .....% Water.

Standard sand .....% Water.

Compression	Tension	
.....	.....	per cent of standard sand, 7 days
.....	.....	per cent of standard sand, 28 days

Remarks: .....

.....

cc R H Baldock
M J Kuney
Office

.....
Testing Engineer.

March 25, 1922.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

FR 67

Dear Sir:

Herewith we are sending you one copy of estimate as basis for project agreement on the Baker County Line-Weiser Section, Oregon Federal Aid Project 67.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dic. by J.W. DeSousa
CEC
Encl

March 25, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PE 67

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for project agreement on the Baker County Line-Weiser Section, Oregon Federal Aid Project 67.

Yours very truly,

HERBERT NUMB,
State Highway Engineer,

By

Office Engineer.

Dic. by J.W. DeSousa
GMC
Encls

OREGON STATE HIGHWAY DEPARTMENT — Project No. 67

Baker County Line--Baker Section of the Old Oregon Trail in Baker County.
(Estimate as basis for project agreement)
Based on contract prices)

15.84 miles of Surfacing — Salem, Oregon, March 25, 1932.

32,000	Cu. Yds.	Surfacing	2.00	64,000.00
2,000	" "	Filler	.50	1,000.00
500	Mi. Yds.	Filler Haul	.40	200.00
		Sub-total		65,200.00
		10% Engr. & Cont.		6,520.00
				$71,720.00

Cost per mile $4,515.15

State Funds available $27,872.74
Federal Aid Requested 43,847.26
$71,720.00

Federal Aid Recommended _____

CLASS OF SERVICE	
Telegram	X
Day Letter	
Night Message	
Night Letter	

If no class of service is designated the message will be transmitted as a full-rate telegram.

COPY OF WESTERN UNION TELEGRAM

Salem, Oregon, March 22nd, 1922.

PR*67

MATERIALS FROM PIT AT STATION SIX FIFTY EIGHT BAKER COUNTY LINE WEISER PROJECT WILL NOT BE ACCEPTED IN SURFACING STOP BID ACCORDINGLY.

Oregon State Highway Commission

Above telegram sent to the following named persons on the attached sheet

Malheur Co. Const, Vale
March & Bowers, 2nd & Jefferson Spokane.
Inmen & Harrington, Baker
E F Murphy & Co Boise Ida. ✓
General Const. Co, Spokane Rev. Bldg Spokane ✓
Treanor Const Co, Lounsdup Mont. ✓
Pacific Bridge Co. Hoj Const Salmon St Portland ✓
Sloane Const Co. 210 Columbia Bldg Spokane ✓
Moon & Anderson, Hoppner Oregon ✓
S C Comerford Boise Ida. ✓
Ort Sons, Harlem Mont. ✓
Geo Carlson 1118 N. 13th St Boise ✓

Duplicate

Material from pit at station six fifty eight Baker County Line Weiser Project will not be accepted in surfacing Stop. Bid accordingly.

Oregon State Highway Commission

Send to:

J K Shotwell, Hermiston ✓
Porter & Conley, 510 Ry Exch. Portland ✓
Warren Const Co, Ry Exch Butte Portland ✓
United Contracting Co NW. Bank Bldg Portland ✓
Security Const Co. Lakeside ✓
~~Sloan & Carlson~~ (Plans Returned)
Malheur Co. Court, Vale
March & Bowers, 2nd & Jefferson Spokane.
Inman & Harrington, Baker ✓
D F Murphy & Co Boise Ida. ✓
General Const Co, Spokane Sec. Bldg Spokane ✓
Treasure Const Co, Roundup Mont. ✓
Pacific Bridge Co. Hoj East Jefferson St Portland ✓
Skene Const Co. 210 Columbia Bldg Spokane ✓
Moon & Anderson, Hoffman Oregon ✓
L O Comerford Boise Ida. ✓
Art Sims, Harlem Mont. ✓
Geo Carlson 1118 N. 13th St Boise ✓

A D Stein Lumber Exch Bldg Portland ✓
Temple, Titus & Bell, Rout #4 Rupert, Ida. ✓
Elgin Const Co 330 Worcester Bldg Portland ✓
A G Heid & Co., Corvallis ✓

FORM 8A 10M-1-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. [illegible] ARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

Weiser Idaho
March, 20, 1922

PR #67

~~23 GB~~
Gravel Pit
Baker Co. Line- Weiser Surfacing

RECEIVED
MAR 21 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn
State Highway Engineer
Salem Oregon

Dear Sir;-

There is a gravel pit shown at Station 568, on the project map for graveling the Baker Co. Line- Weiser section of The Old Oregon Trail. There has either been a mistake in reporting this pit or in transferring it to the project map. This pit does not exist, or at least the small amount of gravel at this place is not in sufficient quantity to warrant this place being designated as a possible site for a crusher. The pit shown 1200' Right of Sta. 696, is the only available source of material, that we know of, for several miles. This pit is on top of a knoll and the material will be very difficult to handle. We have urged all the contractors to look this pit over carefully and have informed those that we have talked to that the pit at Sta. 568 does not exist.

On account of the difficult conditions at the pit at Sta. 696, no contractor submitting a bid on this work should do so with the idea that there was a pit at Sta. 568, as shown on the project map. I would therefore advise that all contractors submitting bids for this job be advised as to this matter, and if necessary or desired be given an opportunity to revise their bids.

[illegible]ave not had a chance to take this matter up with Mr. [illegible]aldock, and on account of the short time before the letting, am writing this letter direct to your office. I will ask Mr. Baldock to confirm this by wire.

Very respectfully

Mar J. Kuney

Mar J. Kuney
Res. Engr.

Form 1206

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 437 STATE STREET SALEM, OREGON

B10PD SN 7

LAGRANDE ORG 825A MAR 22 1922

PR #67

HERBERT NUNN

SALEM ORG

I REFER TO PIT SIX FIFTY EIGHT

R H BALLOCK

843A

probably should have been taken up with you further before making this addition.

We are today sending out telegrams to all prospective bidders upon this work, instructing them that we are not accepting materials from the gravel pits at Station 658.

Yours Very truly,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:VLB

EC to Max Kumey

Form 1206

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT

STATE STREET
SALEM. OREGON

B22PD SN 19 .

LAGRANDE ORG 825A MAR 21 1922

27

HERBERT NUNN

SALEM ORG

PIT STATION FIVE SIXTY EIGHT BAKER COUNTY LINE WETSER SECTION SHOWN ON SKETCH MAP DOES NOT EXIST ADVISE CONTRACTORS

R H BALDOCK

844A

ANSWERED
S. H. Probert

probably should have been taken up with you further before making this addition.

We are today sending out telegrams to all prospective bidders upon this work, instructing them that we are not accepting materials from the gravel pits at Station 658.

Yours Very truly,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:VLB

CC to Max Kuney

March 22, 1922

Mr. R. H. Baldock
Division Engineer
La Grande, Oregon

PR #47

Dear Sir:

In order that you may be correctly informed in regard to the matter of showing on the sketch map for the Weiser Baker County Line Project an acceptable source of material at Station 658, we wish to state that our basis for showing this was your letter of December 10th. In that letter you state as follows:

"At Station 658 there is another excellent gravel pit which would surface from Station 432 to Station 827".

At other points in this letter reference is made to this gravel pit and it would appear from the letter that a large part of the surface materials for the project would be obtainable from that source.

When it was noted, however that this source was not indicated upon the sketch map submitted from your office, the matter probably should have been taken up with you further before making this addition.

We are today sending out telegrams to all prospective bidders upon this work, instructing them that we are not accepting materials from the gravel pits at Station 658.

Yours Very truly,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:VLB

EC to Max Kuney

OREGON STATE HIGHWAY DEPARTMENT

DATA SHEET—SAMPLE SUBMITTED FOR LABORATORY TEST

RECEIVED
MAR 22 1922
OREGON
STATE HIGHWAY COMMISSION

Job Baker & Linn Wasco Grading Sample No. HD4693
(Give name of job upon which material is to be used or from which sample is submitted)

County Malheur

Contractor Hansen Const Co Data Sheet No. 1
(Give name of contractor if work is under contract) (Numbers for each job to begin with one)

Shipped Mar 21, 22 (Date) By Express (Express, Parcel Post) Date Mar 21, 22

Kind of package Pack (Sack, box or other wrapper) Approximate quantity 30#

Identification marks on package HD 4693 (Preferably use sample number given at top of this sheet)

By whom submitted Max J Kuney (Name) Rep (Title)

Weiser Idaho. (Address)

If sample submitted is of material to be used in construction, fill in following:

Kind of material Gravel screened To be used in Bridge Cons "A" construction
(Bridge, culvert, pavement, macadam)

What particular part of work Class "A"
(Class A, B or C concrete, piers, superstructure, top course, base)

Purpose of test Det. mix for prod Class A Conc.

Source of sample Near stn 106 -

Has material from same source been tested previously Yes. If so, give sample numbers Lab. 8884 8885 -

Quantity of material represented by sample

Average length of haul to job, by rail or water On ark ; overland

---

If sample is a paving sample taken from pavement in place, fill in following:

Kind of pavement Course

Location by station numbers

Date laid Date sampled

Remarks: Lab #8885 rec. 1-1-3 mix - Sample submitted HD4693 Ran ten revolved in drum, can we reduce the mix after washing out abrasive particles - All aggregate is now being run thru drum about 2 Minutes and we think it is ruining quality of gravel Aggregate.

Respectfully submitted,

Max J Kuney
Rep.

INSTRUCTIONS:

This form to be filled out and submitted whenever a sample of material or pavement is sent in for laboratory test or analysis. White sheet to be mailed to E. W. Lazell, 537 Railway Exchange Bldg., Portland, and blue sheet to Herbert Nunn, State Highway Engineer. Yellow sheet to be retained by field engineer or inspector. The "Data Sheet No." is for record of samples submitted from each job and should begin with one and run consecutively. Samples should be sent direct to E. W. Lazell, 537 Railway Exchange Bldg., Portland, and for purposes of identification should be plainly marked on the outside of the package with the sample number appearing at the top of this sheet, and in addition, the name of the sender and the job from which the sample is submitted.

Form 1206

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 457 STATE STREET SALEM, OREGON

B51PD SN 14

LACRANDE ORG 105P MAR 16 1922

HERBERT NUNN

60

SALEM ORG

CONTRACTORS REQUEST PARAGRAPH CONCERNING HAUL PAGE THREE SPECIAL PROVISIONS BAKER COUNTY LINE WEISER VERIFIED

W C CREWS

148P

ANSWERED
S. H. Probert

Dic. by J.W. De Soura
VLB

By Office Engineer

Form 1917

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon, March 16th, 1922.

PR#67

R. N. BALDOCK,
LA GRANDE, OREGON.

MAIL AS SPECIFIED FOR BAKER LINE-WEISER PROJECT IS FEDERAL REQUIREMENT STOP WILL NOT BE ENFORCED IF HAULING OVER BASE COURSE PROVES DETRIMENTAL.

HERBERT HUNT.

By

Dic. by J.W. De Souza Office Engineer
VLB

March 14, 1922

B.R. 67

Mr. O.H. Purcell
Bureau Of Public Roads
Post Office Bldg.
Portland, Oregon

Dear Sir:

Under separate cover we are today sending you four blue print copies of plans for 8' x 12' concrete structure at Station 728 on the Baker County Line - Weiser Section, Oregon Federal Aid Project 67.

As this is a non-participating structure it was our idea that only one copy of the plans would be required, but we are sending four copies in accordance with your request. Will you please advise regarding this point for our guidance.

Very truly yours,

HERBERT HUNN

State Highway Engineer.

By

Office Engineer

Dic. by J.W. De Souza
VLB

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

March 9, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

BR 67

Dear Sir:

Referring to your letter of March 7, advising that it is proposed to substitute an 8'x 12' structure for the 4'x 4' box located about Station 728 on Oregon F.A.P.#67.

While your standard design for this structure has been submitted, it has not been approved to date, which will necessitate the submitting of plans covering this structure with the regular plans.

As the plans for this project have been received by this office, will you please forward four copies of this structure to attach thereto?

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

RECEIVED
MAR 10 1922
OREGON
STATE HIGHWAY COMMISSION

March 7th, 1928.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File FH 67

Dear Sir:

Reference is made to our recent letter relative to plans for structures on the Baker County Line-Weiser Section, Oregon Federal Aid Project No. 67.

We wish to advise you that it is now proposed to substitute a 8' x 12' structure for the 4' x 4' box located at approximately Station 728. Our standard design for this larger structure has been previously submitted to you.

Yours very truly,

HERBERT KUHN,
State Highway Engineer.

By

Office Engineer.

Dic. by J.W. De Sousa
CMC

February 24, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PR - 67

Dear Sir:

We are sending you blue print plans for the Benson Creek and Birch Creek structures in the Baker County Lime-Weiser Section, Oregon Federal Aid Project No. 67.

The 6'x 6' and 4'x 4' concrete box culverts are covered by our drawings No. 1358 and 1372, copies of which are on file in your office.

Yours very truly,

[redacted],
State Highway Engineer.

By

Dictated by
J.W.De Souza
CMC

Office Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

February 18, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

Baker Co Fed-Aid

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Will you kindly send us one set of plans for non-participating structures on Oregon Federal Aid project No. 67. Or, if these are state standard plans already approved by this Bureau, please advise us as to the number of the standard plan in each case.

Yours very truly,

District Engineer.

Ans 2/21

RECEIVED
FEB 21 1922
HIGHWAY ENGINEER

PR67

[illegible] CONSTRUCTION COMPANY
ENGINEERS - GENERAL CONTRACTORS

February 20, 1922

Kaiser Construction Company,
807 Henry Building,
Portland, Oregon.

Gentlemen:

I am handing you herewith copy of the executed contract for the Baker County Line-Weiser Section of the Old Oregon Trail in Malheur County, our contract No. 470.

This contract is based on the revised quantities on account of the line change in the original agreement.

Very truly yours,

Secretary.

RAK :LM
1 Encl.

ERIC V. HAUSER, PRESIDENT
GILBERT V. HAUSER, VICE-PRESIDENT
KENNETH D. HAUSER, SECRETARY

PR67

HAUSER CONSTRUCTION COMPANY
ENGINEERS – GENERAL CONTRACTORS
807 HENRY BUILDING
PORTLAND, OREGON

February
Seventeen
1 9 2 2

State Highway Commission,
Salem, Oregon.

Gentlemen;

We have not yet received our signed copy of the contract for the construction of the Baker County Line-Weiser Section of the Old Oregon Trail. This was returned to you some time ago for the signatures of the Commissioners and we are now desireous of having a copy for reference.

Will you advise us when we may expect the receipt of this contract.

Yours very truly,

HAUSER CONSTRUCTION COMPANY

E S Farnand

ESF M

E. S. FARNAND

FEB 18 1922
STATE

PR 62

15567—5M—6-21.

Oregon State Highway Commission

REPORT OF SAND TEST

Date Reported 8/14/22 Lab. No. 6666

Source 200' left sta 360 Field No. 4691

County Wasco

Job Sand & Aggregates

Quantity Represented

To be used Class A.B and C concrete Sampled by L. S. Wilcox

Report of Sieve Tests

Per cent retained on:

No. 4	No. 8	No. 14	No. 28	No. 48	No. 100	Passing No. 100
0.0	23.4	29.2	62.0	91.0	99.0	1.0

Washed before testing

Strength Tests
1 cement: 3 sand

Compression				Tension			
This Sand		Standard		This Sand		Standard	
7 Days	28 Days	7 Days	28 Days	7 Days	28 Days	7 Days	28 Days
1925	2327	2427	4060	345	475	330	440
1925	2638	2756	3950	355	440	305	390
1610	2633	2540	3747	365	420	410	470
1786	2531	2600	3916	305	445	348	455

This sand 11.8 % Water.

Standard sand 10.0% Water.

Compression	Tension	
63.8	108.0	per cent of standard sand, 7 days
64.7	112.0	per cent of standard sand, 28 days

Remarks: If this sand is used it should proceed the use of 10% additional cement. must be washed before using

J E Baldock 2
C B McCullough
Office

Testing Engineer.

February 10th, 1932.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

File PR 67

Dear Sir:

We are today in receipt of your letter of the 8th instant relative to special provisions on the Baker County Line-Weiser Section, Oregon Federal Aid Project 67, and are making corrections in the widths and thicknesses of surfacing in accordance with your suggestions.

It is noted that you have based your quantities upon a full thickness of surfacing to the widths given. The surfacing sections which we are using on the plans call for a feathered section with widths of 16 and 18' to the edge of the feather, the top width being 4' less in each case. Based upon the neat volumes required for this type of section, with an addition of approximately 100 yards per mile, we have calculated that 32,000 yards will be required, and will advertise this quantity exclusive of maintenance materials.

The point which you mention relative to increased cost for crushing the top course is well taken, but the specification which we are using has been insisted upon by the Bureau of Public Roads as a standard practice and the present indications are that we will be required to use this method on all Federal Aid Projects.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Dic. by J.W. De Soura Office Engineer.
GMC

February 10th, 1922.

Mr.C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon. File PE 67

Dear Sir:

Herewith we are sending you six copies of estimate to accompany plans, and six copies of the unit price analysis of surfacing for the Baker County Line-Weiser Section, Oregon Federal Aid Project 67.

We are today in receipt of a letter from our Division Engineer, Mr. Baldock, stating that the appearance of the work after the grading operations have opened up certain sections will render advisable a change in the limits of the various widths and thicknesses of surfacing to be placed. We have corrected sheet two of the plans in accordance with his recommendations and four blue print copies are being forwarded to you under separate cover.

We are also enclosing herewith six revised copies of sheet one of the special provisions.

Trusting this will be satisfactory to you, we are

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J.W. De Souza
GMC
Encls

Oregon State Highway Department — Federal Aid Project No. 87.

BAKER COUNTY LINE-WEISER-SECTION OF THE OLD OREGON TRAIL IN MALHEUR COUNTY.

(Estimate to accompany plans. Not as basis for Project Agreement.)

15.54 Miles of Surfacing — Salem, Oregon, Feb. 11, 1922.

32,000	Cu. Yds. Surfacing	2.30	$73,600.00
2,000	" " Filler	.50	1,000.00
			$74,600.00
		10% Engr. & Cont.	7,460.00
			$ 82,060.00

Cost per mile - $5,280.56

State Funds available $31,891.20
Federal Aid Requested 50,168.80
$82,060.00

Oregon State Highway Department — Federal Aid Project No. 67.

BAKER COUNTY LINE-WEISER SECTION OF THE OLD OREGON TRAIL IN MALHEUR COUNTY.

Unit Price Analysis of Surfacing

Royalty - - - - - - - - - - - - -	.05
Handling and Crushing - - - - - - - -	1.25
Hauling (1.76 mi. @ .25) - - - - - - - -	.44
Prep. of Sub-grade - - - - - - - - -	.04
Spreading & finishing - - - - - - - -	.15
	1.99
16% profit	.31
Est. bid price	$ 2.30

FORM 2A 10M-1-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]YEON, PORTLAND
W. E. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Ore on,
February 8, 1922.

RECEIVED
FEB 10 1922
STATE HIGHWAY ENGINEER

Federal Aid Project 67.

..r. Herbert Num.,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

This is to acknowledge receipt of your communication of the second instant, inclosing mimeographed copy of special provisions to apply on the Baker County Line - Weiser section of the Old Oregon Trail in Malheur county.

Your statement of the width and thicknesses of the surfacing, as given in the special provisions, will, I believe, be adequate. Mr. Kelley's recommendation in regard to crowning the grades in clay beds is very good. However, I am revising the widths and thicknesses based on appearance of the work after the grading operations have opened this section up. See report attached to mimeographed copy of special provisions.

You asked my opinion on the specifications. The only material deviation I see is in regard to crusher run materials to be laid in top course. Less binder will be required but the cost will be greater on account of the decreased output. When the plant is shut down turning out top course material the value of the breaking crusher will not be realized and the rec[illegible]er will be handicapped by the large amount of return. There will not be much difference in output in crushing the 1½" materials because in the old specifications it is merely a question of separation into sizes.

FORM 3A 1931-1-33

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

FA 67- H Nunn- 2-

I have found that when crushing top to catch up with the last of the job the contractors have been unable to put out more than approximately 80 cubic yards per day.

In my opinion this specification would decrease the output approximately 30 cubic yards per day, and the overhead charges, quarrying and crushing charges, will have to be prorated againt this decreased output, which would require approximately 30 more shifts and increase the cost about $6,000.00, or 16¢ per cubic yard.

However, it might be good policy to try this specification so we would have better opportunity to judge its value in relation to costs.

Inasmuch as my cost data is based on former specifications I have based the detailed analysis on same and increased for the crusher run material according to my estimate of the decreased output under this specification.

Very respectfully,

R H Baldock

Division Engineer.

RHB V

Incls.

OLD OREGON TRAIL-
MALHEUR COUNTY-
BAKER MALHEUR COUNTY LINE- WEISER SECTION.
15.54 Miles BROKEN STONE AND CRUSHED GRAVEL SURFACING.

RECEIVED
FEB 10 1922

WORK TO BE DONE:

Work to be done under this contract consists of 37809 cubic yards of broken stone ~~and~~ or crushed gravel surfacing.

LOCATION OF WORK:

Baker-Malheur County line, approximately four miles east of Huntington, station 0 + 00 to station 827 + 00, the beginning of the Weiser-Ontario macadamized section, approximately two miles south of Weiser, Idaho.

DATE OF COMPLETION:

The work to be done under this contract is to be completed seven months from date of contract.

2-8-22

OLD OREGON TRAIL

BAKER COUNTY LINE - WEISER SECTION

ENGINEERS ESTIMATE OF QUANTITIES

(1) Crushed Rock or Gravel for Surfacing:

Sta to Sta.	Distance, eliminating equations.	Thickness loose measure	Width	Cu. Yds. Material	Cu. Yds. per mile.
0 - 373	37,507 ft.	8 in.	16 ft.	15,626.6	2200
373 - 502	12,900 "	8 "	18 "	6,046.4	2475
502 - 588	8,617 "	10 "	16 "	4,488.0	2750
588 - 618	3,000	8 "	16 "	1,249.6	2200
618 - 674	4,742	10 "	16 "	2,469.5	2750
674 - 827	15,306	8 "	16 "	6,375.0	2200
	82,072 " or 15.54 Mi.			36,255.1	

Note: Approx. 5% added to theoretical thickness to care for uneven subgrade. Strength

(2) Crushed Rock or Gravel for Maintenance
15.54 miles @ 100 c.y. to mile 1,154

Total Crushed Rock or Gravel 37,809 C.Y.

(3) Sand or Other Earth Filler 3,000 C.Y.

Character of Subgrade

Sta. to Sta.	
0 - 373	Sand, volcanic ash, gravel rock, some clay.
373 - 502	Loose sand.
502 - 588	Heavy clay beds.
588 - 618	Soft sandstone, cemented gravel, shale and clay.
618 - 674	Clay soil.
674 - 827	Volcanic ash, sand.

FEB 10 1922

NOTE. Sand filler to be added between Sta. 0 - 502 only, as gravel pit at Sta. 696 will furnish sufficient sand filler.

BAKER-MALHEUR COUNTY LINE - WEISER SECTION.

OLD OREGON TRAIL

MALHEUR COUNTY

ENGINEER'S ESTIMATES OF COST

15.54 MILES CRUSHED ROCK OR GRAVEL SURFACING 16 FT. WIDE

---

(1) ESTIMATE BASED ON SEPARATION OF MATERIAL INTO 1½ in.MAXIMUM SIZE BASE AND ¾ IN. MAXIMUM SIZE TOP.

36,255 C.Y.	Crushed rock or gravel for surfacing	@	$2.14	$77,585.70
1,554 C.Y.	" " " " " maintenance		2.00	3,108.00
3,000 C.Y.	Sand filler		.50	1,500.00
	Total			$82,193.70

Includes contractors profit of 15%.

(2) ESTIMATE BASED ON CRUSHER RUN BASE AND TOP; 1½ IN. AND 1 IN. MAXIMUM SIZE RESPECTIVELY.

36,255 C.Y.	Crushed rock or gravel for surfacing	@	$2.30	$83.386.50
1,554 C.Y	" " " " " maintenance		2.16	3,356.64
1,500 C.Y	Sand filler		.50	750.00
	Total			$87,493.14

Includes contractor's profit of 15%.

RECEIVED
FEB 10 1922
STATE HIGHWAY ENGINEER

2/8/22

...RAIL-
...NTY LINE-WEISER SECTION-
...OR COUNTY-
15.54 MILES Crushed Rock or Gravel Surfacing- 16' wide- 37,809 cu yds.

Detail of Estimate:

Based on using rock quarries at stations 147 and 319, and gravel pit at station 696. Broken stone surfacing sta- 0 + 00 to 502, and crushed gravel surfacing stations 502 to 827. 7 months operation, including installation and dismantling.

		Cost-	Total Cost-	Unit Cost-
1.	General office overhead:			
	Bidding expense	300.00		
	Int. on operating money	1600.00		
	" " " bond	1200.00		
	Expense of office	600.00	-	
	Traveling expenses	700.00	4400.00	.1163
2.	Local overhead:			
	Salary of Supt.	1800.00		
	" " time keeper	1000.00		
	Building camp	800.00		
	Industrial Ins.	600.00	4200.00	.1111
3.	Quarrying and loading broken stone- 9.47 miles- 27,111 cu yds- of which 950 cu yds is for maintenance:			
	Salaries- incl. setting up and dismantling	3000.00		
	Rental of equipment	2000.00		
	Powder	2300.00	50% swell 1# to cu yd	
	Fuel and supplies	1500.00		
	Freight	1200.00		For 27111
	Coyote holes	3000.00	13000.00	.4795 cu yds
4.	Crushing broken stone			don't add to get unit costs
	Salaries- incl. setting up and dismantling	1500.00		
	Rental of equipment	2600.00		
	Fuel and supplies	3500.00		
	Freight	1700.00		For 27111
	Bunkers	1200.00		
	Repairs & renewals	2000.00	15500.00	.5717 cu yds
5.	Loading and crushing gravel- 10,698 cu yds- of which 604 cu yds is for maintenance:			
	Salaries- incl setting up and dismantling	1800.00		
	Rental of equipment	1600.00		
	Fuel and supplies	1500.00		
	Freight	2900.00		
	Bunkers	800.00		For 10698
	Repairs and renewals	1000.00	9600.00	.8973 cu yds

...of ...ing, loading and crush... tone and gravel, ...ms 3, 4 and 5, for a total of 37,809 cu yds ------ 1.0079.

...ding:

66,000 cu yd mi. @ .25 =	16500.00		.4364	
Spreading and preparing sub gr-	5300.00		.1401	
Royalty on materials-	1900.00	70400.00	.0502	1.862
Contractor's profit of 15%		10560.00		
		80960.00	2.14 per cu yd	

Estimate based on three set ups-- one gravel set up at station 696, and two quarries at stations 147 and 319 respectively. By using two set ups approximately 90,000 cu yd miles payhaul would be encountered, whereas, by using three set ups, approximately 70,000 cu yd miles payhaul would ensue, or a difference of 20,000 cu yd miles payhaul on the materials. At 25¢, the average price, would amount to $5,000.00. The cost of tearing down, dismantling and moving, would amount to approximately $2,000.00, hence the three set ups.

Gravel plant at station 696, to operate 50- 8 hr shifts, an average of 214 cu yds per shift, will require approximately six weeks time to set up.

Crushed rock plant at station 319, approximately six weeks time to set up to operate 64- 8 hr shifts, at an average output of 215 cu yd per shift, and move to station 147, three weeks time to make the move; quarry at station 147 to be shot in the meantime.

Plant at station 147, to operate 64-8 hr shifts, at average of 215 cu yds per shift.

Total time, including lost time through breaking down of plant, setting up, moving, and operating, will equal 7 months. It is estimated there will be 20% loss of time through break downs, the cost of which has been added to this estimate.

Average of 215 cu yds per 8 hr shifts, eliminating loss of time, can be realized with effitent set ups, based on average past performances.

If new crusher run specifications are to be used add 1½¢ to actual cost of producint materials, or 16¢ to cost of contractor's percentage of 15% added. This estimate, due to decreased output, see letter.

Butler & Pine Wendling

February 4th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File 23 67

Dear Sir:

Under separate cover we are sending you four blue print sets of plans and six sets of special provisions on the Baker County Line-Weiser Section, Oregon Federal Aid Project No. 67.

Estimated bid prices and unit cost analysis of the surfacing are being secured from our division engineer, and these will be forwarded to you as soon as we secure the necessary information from him.

Yours very truly,

[redacted],
State Highway Engineer.

By

Office Engineer.

Dictated by J.W.DeSousa
[redacted]

February 2nd, 1922.

Mr.R. H. Baldock,
Division Engineer,
La Grande, Oregon.

File FR 67

Dear Sir;

We are now ready to submit to the Federal Government detailed plans on the Baker County Line-Weiser Section, Oregon Federal Aid Project No. 67 , and we would request that you furnish us with your estimate of cost for comparison of bids and detailed analysis of the estimated unit cost of the surfacing.

We are sending you herewith mimeograph copy of the Special Provisions which we propose to submit to the Federal Government for their approval and any exceptions which you may have to this should be brought to our attention immediately.

Your letter relative to widths of surfacing, dated December 10th, were referred to and discussed with Mr. Kelley, and he has instructed the use of the widths and thicknesses which are given in the Special Provisions. Mr. Kelley requested that we advise you that, in his opinion, the roadbed through clay should be well crowned during the course of construction, and that by so doing a 10" thickness of gravel will be adequate. He also stated that, in his opinion, the failure of the surfacing on the Service Creek-Summit Section was largely caused by the poor nature of the materials rather than the materials in the subgrade.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Dictated by J.W.DeSousa Office Engineer.
GMC
Enc

February 2nd, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File FR 67

Dear Sir:

Receipt is acknowledged of your letter of January 19th relative to the Baker County Line-Weiser Section, Oregon Federal Aid Project No. 67, in which you state that the proposed 16' surfacing is considered as a unit of construction and that no extensions of the primary system would be requested until this surfacing is brought up to the minimum width of 18'.

It is understood that this project is being recommended for approval under these conditions and they are accepted.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

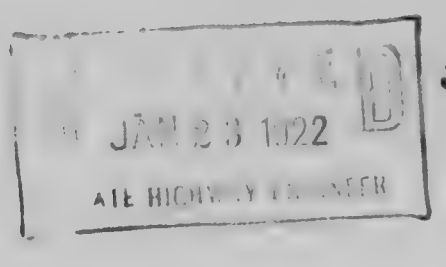
OfficeEngineer.

Dictated by J.W. DeSouza
GMC

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. F.A. 67.

POST OFFICE BUILDING,
PORTLAND, OREG.



January 19, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

You are advised that a preliminary inspection has been made of Oregon Federal Aid Project No. 67 and that it can be recommended for approval as an interim project subject to the following conditions which were discussed with and agreed to by the Commission at a recent conference.

1. That the present proposed 16 foot surfacing on this project (a primary highway) is considered as a unit of construction and that the highway will not be considered as a completed highway until the surfacing is brought up to the minimum width of 18 feet fixed by the Act.

2. That no extensions of the primary system as finally approved by the Secretary will be requested until the surfacing on this section is brought up to a minimum width of 18 feet.

Other projects on this same primary highway upon which the present proposed width of gravel or broken stone surfacing is less than 18 feet are to be covered by similar agreements as to future increase of width in surfacing.

We would be pleased to have you write us confirming our understanding of the conditions precedent to our recommendation of approval of the 16 foot width of surfacing as above set forth.

Yours very truly,

C. H. Rhoades

District Engineer.

Dec. 30, 1921

Mr. R. H. Baldock,
Division Engineer,
LaGrande, Oregon.

BR67

File

Dear Sir:

We understand that several very major revisions have been made on the Baker County Line-Weiser Section of the Old Oregon Trail in Malheur County, these revisions rendering valueless the data which we have on the project. Will you kindly send us a corrected profile of the project and a map showing the revised alignment, this map preferably being on the scale of 400' to one inch.

The information is desired for use in the preparation of Federal Aid project plans and we would appreciate its receipt at the earliest practicable time.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J.W.DeSouza,

[redacted]

December
Twenty-one
1921

Mr. C. H. Purcell,
District Engineer,
Post Office Bldg.,
Portland, Oregon.

File PR 67

Dear Sir:

Herewith we are sending you three copies of project statement on the Baker County Line-Weiser Section.

We have assigned this Project Number 67.

These statements are accompanied by three copies of certificate.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer

Dictated by J. W. DeSouza,
CMC

Enclosure

STATE Oregon

PROJECT NO. 67
(Not to be filled in.)

FORM P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) December 19, 1921

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Department constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 31, Laws of 1920

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for Maintenance

1. Local name of road Baker County Line-Weiser
2. Located between Huntington and Ontario, County of Malheur
3. Points of beginning and ending From the County Line approx. 4.00 miles East of Huntington to a point approx. 2 mi. South of the Weiser bridge.
4. Length in miles (gross) 15.54 (net) 15.54

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4256

5. Miles of project used as post route ...None...; miles not used as post route ...15.64...

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

This project extends through a portion of the state having a very small population and not being susceptible to any appreciable increase. The value of the project consists in its being a link in a through highway.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each ...None...

8. Tolls collected on roads or bridges on this project, if any ...None...

9. Is project part of State's five-year program heretofore submitted? ...No...

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) ...Portion of Old Oregon Trail. Proposed Fe eral Aid Primary Highway.

11. Improved roads adjacent or contiguous and type of each ...Section on north unimproved; connects with section being graded and surfaced on South...
(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks ...1..., (*b*) passenger motor vehicles ...53..., and (*c*) horse-drawn vehicles ...2...

13. Local traffic, approximate average daily number of (*a*) trucks ...0..., (*b*) passenger motor vehicles ...5..., and (*c*) horse-drawn vehicles ...2...

14. Description and present condition of traveled way ...Section under contract for grading. Will require surfacing before full value of grading can be secured.

8—4256

15. Proposed width of surfacing 16 - 16; feet between ditches 18 - 24; approximate maximum gradient 5 per cent.

16. Proposed type of construction Broken Stone and Crushed Gravel

17. Location, nature, and extent of deposits of local materials suitable for use on this project

Various sites as shown on sketch map.
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

None
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State
(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $30,037.50 and any additional amounts that may be required. From sale of bonds authorized.
(Amount.) (Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State
(State or (and) county.)

from the following sources:
(Refer to statute.)

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department Standard forms of contract and contractors bond.

25. Reconnaissance estimate of cost of project:

Made by R. E. Bullock Date 12 - 5, 19 21.

Approximate Quantity.	Unit.	Item.	Unit Price.	Amount.
	Cu. yds.	Excavation, ____% rock		
	Sq. yds.	Surfacing of		
33,000	Cu Yds	Broken Stone or Gravel Surf	$ 2 00	$67,650.00
5,000	" "	Sand or earth filler	2 60	3,000.00
		Structures of 20′ span or under		
		Structures over 20′ span		
		Other items		

Length, 15.54 miles.
Cost, $ 5000.96 per mile.

Subtotal	70,650.00
10% Engineering and Contingencies	7,065.00
Total	77,715.00

This estimate approved by:

(Title) Office Engineer

26. Amount of Federal aid desired $38,857.50
(State in lump sum or percentage, but not both.)

8—4216

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By [signature]
Chairman
(Title of officer.)

By [signature]
Commissioner
(Title of officer.)

By [signature]
Commissioner
(Title of officer.)

8—4253

FORM 5A 1921-10-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]ON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,

December 10, 1921.

Baker-Malheur County Line-Weiser Section-
Federal Aid Project Statement-
Data for surfacing-

BB67

Mr. Herbert Nunn,
State Highway Engiheer,
Salem, Oregon.

Attention Mr. Nunn,

RECEIVED
DEC 12 1921
STATE HIGHWAY ENGINEER

Dear Sir:

I am sending under separate cover, by registered mail, sketch map, project statement, estimate of cost and special provisions for macadamizing that section of the Old Oregon Trail between the Baker-Malheur county line and a point two miles south of Weiser, the initial station of the Weiser-Ontario section.

The macadamizing of this section will involve the use of both crushed gravel and broken stone. If possible this section should be let in conjunction with the section of the Old Oregon Trail in Baker county between Huntington and the Baker-Malheur county line, a distance of 4.85 miles. There is a gravel pit approximately 1/2 mile north and east of the county line, and about 200 feet to the left of center line, at station 530 of the Huntington-Baker-Malheur County Line section. This gravel pit would surface the entire Huntington-County line section, and the Baker County Line-Weiser section up to station 160. At station 319 there is an excellent quarry site, and broken stone could be placed from station 160 to station 434. At station 658 there is another excellent gravel pit which would surface from station 434 to station 827. This makes an average haul of approximately 80 stations throughout, pits being approximately 320 stations apart. If you are not able to in-

...EUGENE, CHAIRMAN
...ON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

clude the Huntington-Baker-Malheur County line section with the Baker-Malheur County Line-Weiser section, we may be able to use the quarry site at station 147, and the one at station 375, together with gravel pit at station 658. The rock at stations 147 and 375 does not look very good but I will send samples in for abrasion tests.

From every practical standpoint the two jobs should be combined and if you wish to do this I will send in sketch map map and estimate for the Huntington-Baker-Malheur County Line section.

You will note I have used verying widths and thickness of surfacing on this section. This theory I believe to be sound from benefit of past experience with similar work. The 16' surfacing on the Columbia River Highway is inadequate because you cannot use shoulders as turnouts. However, I think that 18' will prove sufficient. The thickness and widths have also been increased in clay beds.

Between stations 0 and 373 and 674 and 827 I have recommended 14' gravel 8" loose thickness. The major portion of this is through Class C section, which has 16' effective roadway and 17' on side hills, and 14' gravel is the maximum width that can be placed. The shoulder material through this section is stable. You will also consider that this section has very little local travel, and the width of the gravel will correspond with the Nelson-Hunting, Kamela-Hilgard and the Cabbage Hill-Dead Man's Pass sections.

Between stations ~~319~~ 373? and 502 there is considerable sand and I have recommended surfacing a width of 18', 10" loose thickness. It will be necessary to resurface considerable of the Columbia River Highway in loose sand with more material because the sand worked up through the surfacing in the dry summer months. The reasons for extra width is given above.

Between stations 502 and 558 the location is through heavy beds of clay on which I would recommend 16' gravel 12" loose thickness. The fallacy of putting insufficient gravel is illustrated on the Butte Creek section where 7" of surfacing absolutely disappeared in the clay.

...EUGENE, CHAIRMAN
...ON, PORTLAND } COMMISSIONERS
W. B. BARRATT, HEPPNER
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Baker-Malheur County Line-Weiser Section-3-

Between stations 588 and 674 there is clay intermixed with soft shale and soft sand stone and I have recommended 16' width 10" loose thickness.

In making these recommendations I have tried to keep consistency in mind at all times, giving a metal surface with uniform bearing power and uniform passing widths. In my opinion 14' gravel 8" loose thickness on a subgrade with good shoulders is equivalent to 18' gravel 10" loose thickness on sand, and a like proportion as compared with clay.

Very respectfully,

R H Baldock

RHB/V

R H Baldock

Division Engineer.

OLD OREGON TRAIL-
MALHEUR COUNTY-
BAKER COUNTY LINE-WEISER SECTION-
15.54 MILES BROKEN STONE AND CRUSHED GRAVEL SURFACING.
SPECIAL PROVISIONS.

WORK TO BE DONE:

Work to be done under this contract consists of 36050 cubic yards of broken stone and crushed gravel surfacing.

LOCATION OF WORK:

From Baker-Malheur county line, approximately four miles east of Huntington, station 0 + 00, to station 827 + 00, the beginning of the Weiser-Ontario macadamized section, approximately two miles south of Weiser.

DATE OF COMPLETION:

The work to be done under this contract is to be completed six months from date of contract.

COMPUTATIONS OF C.Y. TO SURFACE
BAKER-MALHEUR COUNTY LINE TO WEISER.

Sta. to Sta.	Miles	Width	Thickness	Cu. Yds. to Mile including 100 C.Y maintenance and soft spots.	Total
0/00 to 373	7.103	14ft.	8"	2025	14383.6
373 to 502	2.443	18 ft.	10"	3125	7634.4
502 to 558	1.061	16 ft.	12"	3325	3527.8
558 to 618	1.136	14 ft.	10"	2475	2118.6
618 to 674	0.899	16 ft.	10"	2800	2517.2
674 to 827	2.898	14 ft.	8"	2025	5868.5
Totals	15.540				36050.1 C.Y.

1553 3
3 4496.1

CONTRACT # 485,
569,580

PR 80 Island City-Elgin 1924-1926

485,569,580 Folder # 2

August 23rd, 1926.

Mr. C. E. N. Maloy,
Old National Bank Bldg.,
Spokane, Washington.

Dear Sir:

In reply to your letter of the 20th instant, making inquiry as to whether or not payment has been made in full to the Sloane Construction Company on their contract for the surfacing of Unit #2, Island City-Elgin Section of the La Grande-Wallowa Lake Highway, will say that our records show that the final voucher was mailed to the contractors on February 15th of this year.

This particular voucher is what we call a county voucher. In other words, payment for the same will be made by the County Court of the particular county when the voucher is presented to them by the contractor. We have no reason to believe that Union County has not paid the Sloane Construction Company the amount called for on this voucher, which is $4,000.00.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

hbg/er

C. E. H. MALOY
OLD NATIONAL BANK BLDG.
SPOKANE

August 20, 1926.

Roy L. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Will you please advise me as to whether or not the Sloane Construction Company have been paid in full on account of the work and contract upon Unit No. 2, Island City, Elgin Section of the LaGrande and Joseph Highway, Union County, Oregon. The E. I. du Pont Company, whom I represent, were advised in October, 1925, that the Sloane Construction Company had $4000.00 coming to them on account of the above job, but that the Sloane Construction Company had claimed $10000.00, and were holding out for same.

If you could give me the above information I would very greatly appreciate it.

Yours very truly,

C. E. H. Maloy

H. B. G

OR-80

June 11, 1926.

Mr. C. C. Chapman,
Attorney at Law,
Pittock Block,
Portland, Oregon.

Dear Sir:

In reply to yours of the 10th inst. regarding the completion date on the contract awarded to the Sloane Construction Company for the surfacing of Unit 2, Island City-Elgin Section, will say that this contract was completed on May 3, 1924, which date is considered as the date of acceptance by the Highway Commission.

We regret that we overlooked mentioning this in our previous letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

C. O. FENLASON
ATTORNEY AT LAW
PITTOCK BLOCK
PORTLAND, OREGON

June 10th, 1926.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen: In re: Sloane Corstruction Company.

I acknowledge receipt of your favor of the 9th inst, together with the enclosed certified copy of the contract and bond in question.

In my favor to you under date of June 8th, I requested you to furnish me with " the official date that the mentioned contract was accepted", which request you evidently overlooked in your reply; and I request that you advise me on this point.

Yours very truly,

COF/c

May 3, 1924

RECEIVED
JUN 11 1926
OREGON
STATE HIGHWAY

H. R. C.

40-310:D-1
09.80

June 9, 1926.

Mr. C. C. Fenlayson,
Attorney at Law,
Pittock Block,
Portland, Oregon.

Dear Sir:

We acknowledge receipt of your letter of the 8th inst. enclosing affidavit of claim of the E. I. du Pont de Nemours Company against the Sloane Construction Company for materials furnished this company in connection with their contract for the surfacing of Unit 2, Island City-Elgin Section of the La Grande-Wallowa Lake Highway.

Complying with your request we are forwarding to you herewith certified copy of contract and bond in connection with this project.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:M
Encl.

Bonding Co. May 3 1926

L4 44 C8.

C. O. FENLASON
ATTORNEY AT LAW
PITTOCK BLOCK
PORTLAND, OREGON

June 8th, 1926.

State Highway Commission,
Salem,
Oregon.

Gentlemen: Sloane Construction Company.

I am attorney for E.I. Du Pont De Nemours & company; and enclosed please find an affidavit made by that company, which is self-explanatory.

In addition to sending me the contract and bond requested in the affidavit, I wish you would advise me of the official date that the mentioned contract was accepted.

Thanking you for this service and information,

Yours very truly,

C.O. Fenlason

COF/c
Enc.

#5

ANSWERED
H. B. O.

RR 80

STATE OF OREGON,)
(SS.
COUNTY OF MULTNOMAH.)

I, J. F. Krafsic, being first duly sworn, depose and say that I am the resident manager of the E. I. Du Pont De Nemours & Company, a corporation, for the State of Oregon; that said company around about the months of April and May, 1923, furnished materials consisting of explosives, blasting powder, fuses and similar material to Sloan Construction Company, a Washington corporation as I am advised, which had a contract with the State of Oregon for the doing of certain work on Unite #2 Island City-Elgin Section of the Joseph Highway, Union County, Oregon; that the said materials were used in the performance of the said work and contract; that payment for the said materials has not been made, but is still due thereon in the sum of $2233.58, with interest thereon.

Further affiant sayeth not save that this affidavit is made to comply with section 2991 of Olson's Oregon Laws, so as to secure certified copies of the contract and bond made and entered into by said concern relative to the aforementioned work.

J. F. Krafsic

Subscribed and sworn to before me, this day of June, 1926.

J. T. Fenlason
Notary Public for Oregon.
My Com. Expires Sept. 13, 1929

RP 80

June 9, 1926.

Sloane Construction Company,
210 Columbia Building,
Spokane, Washington.

Gentlemen:

This letter is to advise you that we have today received from C. O. Fenlayson, Attorney at Law, Portland, Oregon, affidavit of the claim of the E. I. Du Pont de Nemours Company against yourselves in the sum of $2,235.58 with interest thereon, it being for explosive materials furnished you in connection with your contract for surfacing Unit No. 2, Tatum-City-Elgin Section of the La Grande-Wallowa Lake Highway.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:M

AQ 80

June 1, 1926.

McCarthy, Edge & Lantz,
Lawyers,
Paulsen Building,
Spokane, Washington.

Attention Mr. Geo. D. Lantz.

Gentlemen:

In reply to your letter of the 27th inst. making inquiry as to the date upon which the state highway comission accepted the bond of the Sloane Construction Company given in connection with their contract for the surfacing of Unit 2, Island City-Elgin Section of the La Grande-Enterprise Highway, contract No. 580, will say that we do not know the exact date that this bond was approved by our attorney; however, from the correspondence in our files, we find that an executed copy of the contract was mailed to the contractor and the surety on his bond on September 6, 1922, which leads us to believe that the bond was approved on that date as they are mailed out from this office the same day of approval by our attorney.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

McCARTHY, EDGE & LANTZ
LAWYERS
PAULSEN BUILDING
SPOKANE, WASHINGTON

JOSEPH McCARTHY
LESTER P. EDGE
GEO. D. LANTZ

May 27th, 1926

State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Sloane Construction Company Bond

At our request you furnished us with a certified copy of the contract and bond of the Sloane Construction Company for the surfacing of Unit No. 2, Island City, Elgin Section of the LaGrande Enterprise Highway, under contract No. 580, with the State of Oregon. The bond was executed apparently on the 26th day of August, 1922, but there is nothing on the certified copy indicating the date on which it was accepted or approved by the State Highway Commission. Will you advise us the date of acceptance or approval of the bond.

Thanking you in advance for this service, we are

Yours very truly,

McCARTHY, EDGE & LANTZ

BY Geo. D. Lantz

GDL:LF

March 4th, 1926.

Sloane Construction Company,
414 Columbia Building,
Spokane, Washington.

- Attention: Mr. Robert A. Sloane -

Dear Sir:

In reply to your letter of the 3rd instant, inquiring as to whether or not the final voucher had been sent to the Union County Court, will say that this voucher in amount of $4,000.00 covering final payment to you for the surfacing of Unit 2 of the Island City-Elgin Section, was sent to the Union County Court on February 27th. The attention of the County Court was called to the fact that you had assigned this payment to the Fidelity & Deposit Company of Maryland, surety on your bond, and for this reason the warrant was to be mailed to your surety in care of R. E. Pinney, Agent, Oasco Building, Portland, Oregon. It is likely that the warrant is in Mr. Pinney's hands at the present time.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

hbg/er

SLOANE CONSTRUCTION COMPANY

GENERAL CONTRACTORS

MAIN OFFICES: 414 COLUMBIA BUILDING
SPOKANE, WASHINGTON

Mch 3rd 1926

State Highway Comission
Salem Ore

Dear Sir

Kindly let us know if our Final has been sent through to Union County

Very Truly Yoyrs

Robert A Sloane

ACKNOWLEDGED
H B.O.

Rende River, rock which has been blasted into it from the contractor's quarry. After the rock was removed, the contractor refused to accept final payment, claiming that he was entitled to compensation for the removal of the rock from the river. He has just recently agreed to accept the $4,000, and to abandon his claim for extra compensation.

If you will refer to the last voucher paid by Union County in connection with the project, you will find that it shows the retention of this $4,000. The voucher referred to was dated May 18, 1924, and was probably paid by the County shortly after that date.

This explanation is offered, thinking that on account of the time elapsed since the last payment was made, the details in connection with the matter might not be fresh in your minds.

You will note that the amount called for by the voucher is assigned by the Sloane Construction Co., to the Fidelity & Deposit Company of Maryland. The warrant should therefore be mailed to the Fidelity & Deposit Company of Maryland, c/o R. E. Pinney, Agent, Gasco Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer .

SHP:AP

PR#80

February 27, 1926.

County Court of Union County,
La Grande, Oregon.

Gentlemen:

We are enclosing herewith a voucher in the amount of $4,000.00 drawn against Union County and in favor of the Sloane Construction Company.

This $4,000 has been due the Sloane Construction Company since May, 1924, it being the balance of the amount earned by that company under its contract for the surfacing of Unit No. 2 of the Island City-Elgin Section. Payment was delayed for a few months as a means of forcing the contractor to remove from the Grande Ronde River, rock which has been blasted into it from the contractor's quarry. After the rock was removed, the contractor refused to accept final payment, claiming that he was entitled to compensation for the removal of the rock from the river. He has just recently agreed to accept the $4,000, and to abandon his claim for extra compensation.

If you will refer to the last voucher paid by Union County in connection with the project, you will find that it shows the retention of this $4,000. The voucher referred to was dated May 13, 1924, and was probably paid by the County shortly after that date.

This explanation is offered, thinking that on account of the time elapsed since the last payment was made, the details in connection with the matter might not be fresh in your minds.

You will note that the amount called for by the voucher is assigned by the Sloane Construction Co., to the Fidelity & Deposit Company of Maryland. The warrant should therefore be mailed to the Fidelity & Deposit Company of Maryland, c/o R. E. Pinney, Agent, Gasco Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer.

SHP:AP

February 16, 1926.

Sloane Construction Co.,
414 Columbia Building,
Spokane, Washington.

Gentlemen:

We are enclosing herewith voucher for the $4,000 owing to you in connection with the surfacing of Unit 2 of the Island City-Elgin Section.

After this voucher has been completely executed please return the original copy to us for signature by the State Highway Engineer. The voucher will then be forwarded to the county court of Union County for payment.

Very truly yours,

BYT A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

SHP:AP

J. M. SLOANE, PRESIDENT
WILBUR B. [illegible] SECRETARY
ROBERT A. SLOANE, TREASURER

PR #80

SLOANE CONSTRUCTION COMPANY

GENERAL CONTRACTORS

MAIN OFFICES: 414 COLUMBIA BUILDING
SPOKANE, WASHINGTON

Feb IIth I926

State Highway Comission
Salem Ore

Dear sir in looking through our papers we find Voucher for unit no Two Against the State of Oregon which we are mailing to you Trusting that this will make all matters satisfactory to you .and thanking you for past faivors

Very Truly Yours

Robt A Sloane

Sub.

TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION

TELEGRAM

DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

RECEIVED AT

78PRM 11 COLLECT

SPOKANE WASH 331PM FEB 11 26

STATE HIGHWAY COMMISSION

C-78 SALEM ORG

WE ARE MAILING YOU VOUCHER ON STATE HIGHWAY NO TWO

ROBERT A SLOANE

343PM

ROBERT A. SLOANE, TREASURER

SLOANE CONSTRUCTION COMPANY

GENERAL CONTRACTORS

MAIN OFFICES: 414 COLUMBIA BUILDING

SPOKANE, WASHINGTON Feb 8th 1926

Oregon State Highway Comission
333 Capitol Bldg
Salem Ore

Attention Mr Probart

We do not have this Voucher in our posesion .have been through the entire office.we are not positive what became of the same.but thought that the same was returned. can not A dupliecate copy be made of the same;

Yours Truly

Telegram	
Day Letter	✓
Night Message	
Night Letter	

If no class of service is designated the message will be transmitted as a full-rate telegram.

COPY OF

WESTERN UNION TELEGRAM

RECEIVED
FEB 9 1926

Salem, Oregon
February 4, 1926

CONFIRMATION

SLOANE CONSTRUCTION CO
414 COLUMBIA BUILDING
SPOKANE, WASHINGTON

• DAY LETTER •

PLEASE MAKE FURTHER SEARCH FOR ORIGINAL COPY OF VOUCHER REFERRED TO IN OUR LETTER JANUARY TWENTYTHIRD STOP CAN NOT ISSUE NEW VOUCHER UNTIL WE HAVE IT STOP WE ARE POSITIVE IT WAS SENT TO YOU ALONG WITH DUPLICATE COPY WHICH YOU HAVE RETURNED

H G SMITH

11AM

DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise the character is indicated by the symbol appearing after the check.

WESTERN UNION

TELEGRAM

NIGHT MESSAGE	NITE
NIGHT LETTER	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise the character is indicated by the symbol appearing after the check.

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

RECEIVED AT [illegible]

30PRM 44

LANGRANDE ORG 1036AM FEB 4 26

ROY A KLEIN

STATEHIGHWAY ENGR SALEM ORG

UNION COUNTY HAS NO RECORD VOUCHER FOR TWO THOUSAND THREE HUNDRED SIXTY SEVEN DOLLARS NINETY ONE CENTS FAVOR SLOANE CONSTRUCTION COMPANY STOP COUNTY HOLDS APPROXIMATELY FOUR THOUSAND STOP TOTAL SUM PAID BY COUNTY SIXTY EIGHT THOUSAND SIX HUNDRED NINETY EIGHT DOLLARS THREE CENTS

H G SMITH

11AM

72 1 1 2 2 3 6 1 1 8 9

TELEGRAM	
DAY LETTER	X
NIGHT MESSAGE	
NIGHT LETTER	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION

TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CHECK
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
February 4, 1926

SLOANE CONSTRUCTION CO
414 COLUMBIA BUILDING
SPOKANE, WASHINGTON

* DAY LETTER *

PLEASE MAKE FURTHER SEARCH FOR ORIGINAL COPY OF VOUCHER REFERRED TO IN OUR LETTER JANUARY TWENTYTHIRD STOP CAN NOT ISSUE NEW VOUCHER UNTIL WE HAVE IT STOP WE ARE POSITIVE IT WAS SENT TO YOU ALONG WITH DUPLICATE COPY WHICH YOU HAVE RETURNED

Roy A. Klein

SLOANE CONSTRUCTION COMPANY

GENERAL CONTRACTORS

MAIN OFFICES: 414 COLUMBIA BUILDING

SPOKANE, WASHINGTON

Feb 2

Attention Mr Probart

Dear Friend The Voucher you speak of in your letter of Dec 17 was never drawn and I am enclosing you the only record that we have of the same. hoping that this will fill the bill. We would like to have the same closed up as soon as possible.

Your Friend

Rod G. Sloane

January 23, 1926.

Sloane Construction Company,
512 Columbia Building,
Spokane, Washington.

Gentlemen:

We are now ready to draw voucher covering the final payment to you in connection with the surfacing of Unit 2 of the Island City-Elgin Section. Before this voucher can be drawn, however, it will be necessary that we be informed as to whether or not payment has been made by Union County on the voucher drawn on December 17, 1924 in the amount of $2,367.91.

If payment has not been made on that voucher, please return to us at once both the original copy and your file copy of same.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer.

SHP:AP

ABSOLUTELY FIRE PROOF
European plan

Multnomah Hotel

ERIC V HAUSER, PRESIDENT

"YOUR WESTERN HOME"

Portland, Oregon

Jan 24

State Highway Dept.

Dear Sirs— Will you please send the final estimate for the agreement with Mr Klein and the State Highway Com. to Sloane Const Co 5-12 Columbia Bldg Spokane as soon as possible.

Yours Truly

Robt G. Sloane

Dec. 17, 1924

$2,367.91

Eg-80

7.

October 28, 1925.

Sloane

McCarthy, Edge & Lantz,
Lawyers,
Paulsen Building,
Spokane, Washington.

Attention Mr. Geo. D. Lantz.

Gentlemen:

In reply to your letter of the 23rd inst., regarding claims which have been filed by the Standard Oil Company against the Sloane Construction Company and H. E. and L. Materne Bros., their sub-contractors, will say that search through our records shows that on May 10, 1924, the Standard Oil Company filed a claim with the Secretary of State against the Sloane Construction Company in amount $3,097.40. There is no record of any claims having been filed in this office of the office of the Secretary of State against H. E. and L. Materne Bros.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

McCARTHY, EDGE & LANTZ
LAWYERS
PAULSEN BUILDING
SPOKANE, WASHINGTON

JOSEPH McCARTHY
LESTER P. EDGE
GEO. D. LANTZ

October 23rd, 1925

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: State Highway Contract 580, covering surfacing of Unit Two of the Island City -- Elgin Section of the LaGrande-Joseph Highway

We represent the Standard Oil Company, which furnished materials to the Sloane Construction Company for which a claim has been duly filed and which also furnished materials to W. E. and L. Masterson Bros., subcontractors of the Sloane Construction Company.

Would you please advise us if a claim has been filed for the latter. If so, will you please have a copy sent us and if there is a bill in connection with same, we will promptly remit.

Yours very truly,

McCARTHY, EDGE & LANTZ

BY: Lester Lantz

#580 - Union Co.

EDL:LP

$3,091.40 Dated on May 10, 1926

H. P.

09-80

September 18, 1925.

Nichols, Hallock & Donald,

Baker, Oregon.

Gentlemen:

Replying to your letter of September 10, 1925, relative to the claim of the Sloane Construction Company for additional compensation on contract No. 580, covering Unit No. 2, Island City-Elgin Section of the La Grande-Enterprise Highway, I have to advise that the Commission has rejected this claim, taking the same action as when this matter was before it previously.

The Commission, in declining this claim, takes the position that this work was performed by the contractor in order to remedy a damage done to adjoining property which the contractor, under the terms of his contract, was under obligation to protect and, therefore, would not be a proper charge against the state.

Very truly yours,

State Highway Engineer.

BAK:HI

JAMES H. NICHOLS
BLAINE HALLOCK
JAMES T. DONALD

LAW OFFICES
NICHOLS, HALLOCK & DONALD
SUITE 201 SOMMER BLDG.
BAKER, OREGON

September 10th, 1925.

Mr. Roy Klein,

State Highway Engineer,

Salem, Ore.

Dear Sir:

Some weeks ago we addressed you at length in connection with a verified claim of the Sloane Construction Company. To date we have heard nothing from you in this matter. Will you be good enough to advise us the present status of this claim, and oblige,

BH:FHM

Yours truly,

NICHOLS, HALLOCK & DONALD,

By- Blaine Hallock

COMMISSIONERS
WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN [illegible]ZER, PORTLAND
W. H. MA[illegible]NE, CORVALLIS

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

J. M. DEVERS
ASSISTANT ATTORNEY-GENERAL
ATTORNEY FOR HIGHWAY COMMISSION

OREGON
STATE HIGHWAY COMMISSION

SALEM

July 27-25

Memorandum:

To Mr. Klein:

I have carefully read the letter and opinion of the law firm of Nichols, Hallock & Donald, which letter and opinion accompanied the claim of the Sloan Construction Company for extra compensation resulting from the performance of some work growing out of its contract, #580, with the State Highway Commission, under date of July 25, 1922.

Knowing something of the facts and circumstances attending the said claim I am unable to find anything to justify the claim or to warrant me in authorizing the payment of the same.

I understand the fact to be that the work performed by the contractor, for which he now seeks compensation, was not work necessary to the road construction work covered by his contract, but, on the contrary, the work performed by the contractor and for which he now seeks compensation was performed by the contractor in order to remedy a damage done to adjacent property by the contractor.

The contractor, under the terms of his agreement with the State, was under obligation to protect adjacent property, and, I understand that the claim now presented is a claim for service which the contractor was required to perform in order to comply with the terms of his agreement, but for which he was not to be compensated by the state other than the compensation provided for in his contract with the state.

J. M. D.

jmd-fm

JAMES H. NICHOLS
BLAINE HALLOCK
JAMES T. DONALD

LAW OFFICES
NICHOLS, HALLOCK & DONALD
SUITE 201 SOMMER BLDG.
BAKER, OREGON

July 9th, 1925.

Mr. Roy A. Klein,

State Highway Engineer,

Salem, Ore.

Dear Sir:

For your information we enclose original and one copy of verified claim of Sloane Construction Company, together with a supporting memorandum which is self-explanatory. We trust that you will give this matter your earliest consideration to the end that the claim can be disposed of in fairness to the Construction Company.

We are sending a copy of the supporting memorandum to each of the Highway Commissioners personally.

BH:FHM
enc.

Yours very truly,

NICHOLS, HALLOCK & DONALD,

By Blaine Hallock

MEMORANDUM IN SUPPORT OF CLAIM OF SLOANE CONSTRUCTION COMPANY VS. STATE HIGHWAY COMMISSION, IN THE AMOUNT OF $13,430.62, COST OF REMOVING ROCK FROM GRAND RONDE RIVER AND BALANCE DUE ON CONTRACT # 500, AS PER ITEMIZED VERIFIED STATEMENT OF CLAIM DATED JULY 8,1925.

In order that the State Highway Commission and the State Highway Engineer may fully understand the transaction upon which the above mentioned claim is based and the circumstances surrounding the performance of the work covered thereby, we believe the claim should be supported by a more or less detailed statement and this memorandum is therefore submitted with and as a part of the claim voucher.

On July 25th, 1922, the State Highway Commission and the Sloane Construction Company entered into contract #500 under which the Construction Company agreed to perform a particular piece of work, to-wit, "To surface with broken stone, unit #2 of the Island City-Elgin Section of the LaGrande-Joseph Highway" in Union County, Oregon. Under the terms of this contract there was no obligation upon the part of the Sloane Construction Company to procure the road surfacing material from any particular source or in any particular manner. It is true that the contract recited, among its special provisions, that materials of suitable quality were available from certain quarry sites and gravel pits indicated on an accompanying sketch, which material might be used with the special approval of the engineer, but the contract also provided that materials from sources other than those so indicated might be used only with the approval of the engineer.

In other words, the contract by its express terms made it clear that material from any source which the Sloane Construction Company might avail itself of could be used, providing such material met with the approval of the engineer. Undoubtedly, under the terms of the contract, the Sloane Construction Company could have shipped the surfacing material in by rail from some outside point, could have arranged for its manufacture miles away from the highway and could have hauled it in by truck or otherwise. The Highway Commission was in no wise interested in that feature, nor did the Sloane Construction Company under the terms of its contract agree to secure or provide the surfacing material from any particular source or in any particular manner. It agreed merely to spread this material upon the grade, subject to the approval of the engineer in charge.

Having taken the contract, the Sloane Construction Company was next interested in the matter of securing a good quality of grade surfacing material and in arranging to have it supplied in sufficient quantity. It succeeded in making an arrangement with an independent contractor by the name of Shank. This man Shank agreed to supply the desired surfacing material and found that he could secure rock from a point adjacent to the highway several miles West of Elgin and he proceeded to set up a plant and commence the manufacture of this material on the ground. In order to dislodge rock for the purpose of working the same through a crushing plant, it was necessary for him to use explosives, which he proceeded to do. The shooting was done in a careful manner and under the direction of a representative of the DuPont Powder Company. Unfortunately, and without any fault on the part of Mr. Shank, and certainly through no fault of the Sloane Construction Company, the rock broke in an unusual manner and instead of coming down from above, a substantial quantity was forced through and under the highway grade and into the Grand Ronde river, partially obstructing the channel and deflecting the current against an embankment on the other side upon which the railroad grade of the O.W.R.&.N.Co. was constructed. The Railroad Company complained to the State Highway Commission that the action of the water was damaging the grade and demanded that the embankment be riprapped and the rock removed from the river. The State Highway Engineer, without apparently making a very careful analysis of the situation, directed the Sloan Construction Company to accomplish this work and refused to release retained moneys in the amount of $4,000.00 under the contract until such work had been accomplished. The Construction Company, believing that it was in no wise responsible for the unfortunate shooting and realizing that the excavating of this material was not in any manner covered by the work which it had agreed to perform for the State Highway Commission under the terms of its contract, naturally objected to this demand and arranged for a conference between one of its legal representatives and the Highway Commission. Such a conference was had in Portland and the position of the Sloane Construction Company presented. The Commission took the matter under advisement and referred the question to its attorney, Mr. J.H. Devers. The latter announced as his opinion that the burden was upon the Construction Company to remove this rock, apparently overlooking the fact that the contract with the State did not in any manner involve the manufacture of the surfacing material nor in any way affect the time, place or manner in which such material should be manufactured or produced. Mr. Devers furthermore advised that neither the State nor the State

Highway Commission could be used in connection with this matter, that the Commission would not under any circumstances consent to suit and that even if a judgment were procured, it would not be paid. It was the hope of the Sloane Construction Company that the matter could be disposed of upon the broad grounds of equity and good conscience and that notwithstanding the aspect of the case from the standpoint of the amenability of the Highway Commission to suit, it would nevertheless respond to what appeared to be a clear moral obligation in the premises.

In the meantime the Sloane Construction Company, finding itself in a situation where $4,000.00 of its earned moneys were being held back and confronted with the positive mandate and direction of the State Highway Engineer, was compelled to and did proceed with the performance of this work to a total cost, including force account percentages, of $9,430.62, as per the claim above referred to.

However, on June 15th, 1925, Hon. Robert S. Bean, District Judge of the United States Federal Court at Portland handed down an opinion in the case of Warren Brothers Company, Plaintiff, vs. Glenn E. Kibbe, et al, Defendants, in which it was held that the State Highway Commission was and is amenable to suit and that it should respond to its obligations to the same extent as a natural person. Notwithstanding this decision, which gives a claimant situated as the Sloane Construction Company is, a right to take its claim into court, the Company feels that it would be much better to submit its claim to the Commission in itemized form and duly verified, with the belief that the Commission will be impressed with the justness of the claim and will wish to pay it without the necessity of further proceedings.

The first direction which was issued to the Sloan Construction Company requiring it to perform this work, came in the form of a letter addressed by Mr. A.H. Baldock, Division Engineer at LaGrande. In this letter Mr. Baldock took the position that under the provisions "Damage to Work or Property and Injury to Person" appearing on page 4 of the contract, and "Liability of Contractor for Damage to Railway and Like Properties" on page 5 of the contract, the Sloane Construction Company must perform this work. I do not know if Mr. Baldock's views in this respect reflect the opinion of the Commission but, in any event, we call attention to the fact that these provisions have reference to the work to be performed "under the contract" and not work which may be performed quite independent of the contract.

The point which we wish to make very clear is this,- Under the contract the Sloane Construction Company was required to

surface the road with crushed rock. It was not required to manufacture this surfacing material nor was it directed to secure it from any particular source nor have it manufactured in any particular manner. It was optional with the Construction Company to make it near the highway where it was to be spread or to have it manufactured miles away and brought in by any convenient method of transportation. It agreed to employ Mr. Shank, an independent contractor, and the latter saw fit to manufacture this material in such close proximity to the highway that when the shot was fired damage resulted, not to the highway, but seemingly to the railroad company which happened to own a line of railroad in that vicinity. The Construction Company might well have arranged to get this road surfacing material from some other source as far as the contract is concerned, and in procuring the material from such source the company might have caused damage to a railroad company or to any other person to the same extent as in the instant case and yet no one would contend that under such a set of circumstances the Highway Commission could have made any demand upon the Sloane Construction Company, in behalf of the person damaged or otherwise, to repair the damage or to perform work outside of the contract.

To put it another way,- let us suppose that in actually performing the work of surfacing the highway the Construction Company had damaged property. The provisions of the contract above referred to would probably cover such a situation. On the other hand, if an agency supplying the Sloane Construction Company with road surfacing material damages property and that damage results not through the performance of the work covered by the contract but through some act quite independent of it, very obviously the party damaged could not successfully make any demand upon the Highway Commission to repair such damage, nor could the Highway Commission compel the contractor to perform additional work without compensation. Suppose that the gravel bed or rock quarry, instead of being located adjacent to the Highway, was ten miles distant and that the independent contractor, who is engaged in manufacturing the rock into road surfacing material, causes damage to a third person, either individual or corporate, and either railroad company, manufacturer or common laborer. Could it be said, under any theory of the case, that the person so injured could make a demand upon the Highway Commission to repair the injury and that the Highway Commission in turn could demand of the general contractor that he repair it at his expense and without compensation? It seems to us that this question must be answered in the negative.

Very obviously, the work of shooting down this rock was not covered by the contract any more than would be the work of manufacturing concrete or iron pipe to be used as culverts under a grade when the contract required that the grade be constructed and certain culverts installed. If a contractor undertook to grade a strip of highway, including the construction of bridges and flumes, and if a man, in the course of this manufacture, were injured at a sawmill miles away where this bridge timber and flume material was manufactured, could it be said that he could successfully demand of the Highway Commission that the injury be repaired and could the Highway Commission in turn demand of the general contractor that he respond to the claim and repair the injury without any compensation to himself? We cannot believe that this Commission would entertain such a contention.

Now, suppose the sawmill were located immediately contiguous to the highway,- would the situation be one whit different? Let us go a step further and contemplate the manufacture of road surfacing material by blasting and crushing rock, as distinguished from the manufacture of bridge and culvert timbers,- do we not have the same situation? In other words, the injury and damage contemplated by the contract and which the contractor must repair, must naturally result from some act performed "under the contract" and not independent of the contract. The Sloane Construction Company did not agree to crush any rock. It did not agree to manufacture any road surfacing material. It did agree to furnish such material and spread it upon the highway. It is merely an unfortunate circumstance that this material happened to be manufactured by the independent contractor, Shank, in close proximity to a railroad. It might have been manufactured in equally close proximity to a railroad but that railroad might have been in another state and the surfacing material having been so manufactured, might have been shipped to the Sloane Construction Company for spreading upon the highway. In the latter situation the Commission would promptly decline to entertain the railroad company's request that the damage by repaired by the Highway Commission or under its direction.

We submit that the legal principles involved are no different even though the railroad grade happened to be located in close proximity to the highway. In short, since the manufacture of this road surfacing material was not covered by the contract, then the provisions referred to by Mr. Baldock have no application to the

case. If we are to conclude that the contract provisions to which Mr. Baldock directs attention are to be invoked against the Sloane Construction Company, then we have an equal right to invoke other provisions of the same contract and to give consideration to the clause dealing with the subject of "Unavoidable Overbreak". If we are to attempt to apply the provisions of the contract to the dislodgment of this rock, which was shot out of the grade prism, we must admit that the overbreak clause covers the situation. That clause, appearing at page 23 of the contract, reads:

> " No payment will be made for quantities "removed from outside the limits of the neat "cross section as staked by the engineer, "except in cases of overbreak, which in the "opinion of the engineer was unavoidable and "caused the contractor extra expense for its "removal."

If this situation can be drawn into the contract at all and if we are to invoke contract penalties against the Construction Company, it is only fair to extend the privileges of the overbreak clause, to recognize the fact that the overbreak was unavoidable and to compensate the Construction Company accordingly. If the contract is to be applied for one purpose, it must be applied for all purposes. If the overbreak provisions of the contract have no application, then the penalty provisions of the contract have no application. In short, the Commission cannot, nor do we believe it would be disposed to invoke contract provisions against the Construction Company to support the engineer's contention, but deny other provisions which are favorable to the Construction Company.

This work was performed at the express direction of the State Highway Engineer. The work was not covered by the contract. It would, therefore, come under the head of extra work and should be compensated on a force account basis. It is this basis which the Construction Company has employed in setting forth its claim and employing the 5% and 15% factors upon the items of material and labor respectively.

The State Highway Engineer has not only declined to compensate the Construction Company on account of this extra work but he has held back the sum of $4,000.00 admittedly earned under the contract and has furthermore penalized the Construction Company in the amount of

$1,632.09, which is claimed as an engineering expense deduction. It is true that under the terms of the contract certain extra engineering expenses may be charged against the contractor, but in the instant case the delay was unavoidable, being caused by this unfortunate overbreak in shooting the rock, and by the vast amount of extra work which was imposed upon the Construction Company by the State Highway Engineer as a result thereof. We have not seen a detailed statement of this alleged additional engineering expense but we believe the Commission will readily concede that to impose a burden of this kind upon the Construction Company, in addition to the heavy expense already sustained by it in clearing the river channel, would be most unjust.

It does seem to us that in view of all of the circumstances the Commission should welcome an opportunity to effect an adjustment and settlement of this matter and to properly compensate the Sloane Construction Company instead of compelling that company to seek relief through the courts.

Respectfully submitted,

Nichols Kallock & Bones

Attorneys for Sloane Construction Co.
Residing at Baker, Oregon.

MEMORANDUM IN SUPPORT OF CLAIM OF SLOANE CONSTRUCTION COMPANY VS. STATE HIGHWAY COMMISSION, IN THE AMOUNT OF $13,430.62, COST OF REMOVING ROCK FROM GRAND RONDE RIVER AND BALANCE DUE ON CONTRACT # 580, AS PER ITEMIZED VERIFIED STATEMENT OF CLAIM DATED JULY 8,1925.

In order that the State Highway Commission and the State Highway Engineer may fully understand the transaction upon which the above mentioned claim is based and the circumstances surrounding the performance of the work covered thereby, we believe the claim should be supported by a more or less detailed statement and this memorandum is therefore submitted with and as a part of the claim voucher.

On July 25th, 1922, the State Highway Commission and the Sloane Construction Company entered into contract #580 under which the Construction Company agreed to perform a particular piece of work, to-wit, "To surface with broken stone, unit #2 of the Island City-Elgin Section of the LaGrande-Joseph Highway" in Union County, Oregon. Under the terms of this contract there was no obligation upon the part of the Sloane Construction Company to procure the road surfacing material from any particular source or in any particular manner. It is true that the contract recited, among its special provisions, that materials of suitable quality were available from certain quarry sites and gravel pits indicated on an accompanying sketch, which material might be used without the special approval of the engineer, but the contract also provided that materials from sources other than those so indicated might be used only with the approval of the engineer.

In other words, the contract by its express terms made it clear that material from any source which the Sloane Construction Company might avail itself of could be used, providing such material met with the approval of the engineer. Undoubtedly, under the terms of the contract, the Sloane Construction Company could have shipped the surfacing material in by rail from some outside point, could have arranged for its manufacture miles away from the highway and could have hauled it in by truck or otherwise. The Highway Commission was in no wise interested in that feature, nor did the Sloane Construction Company under the terms of its contract agree to secure or provide the surfacing material from any particular source or in any particular manner. It agreed merely to spread this material upon the grade, subject to the approval of the engineer in charge.

Having taken the contract, the Sloane Construction Company was next interested in the matter of securing a good quality of grade surfacing material and in arranging to have it supplied in sufficient quantity. It succeeded in making an arrangement with an independent contractor by the name of Shank. This man Shank agreed to supply the desired surfacing material and found that he could secure rock from a point adjacent to the highway several miles West of Elgin and he proceeded to set up a plant and commence the manufacture of this material on the ground. In order to dislodge rock for the purpose of working the same through a crushing plant, it was necessary for him to use explosives, which he proceeded to do. The shooting was done in a careful manner and under the direction of a representative of the DuPont Powder Company. Unfortunately, and without any fault on the part of Mr. Shank, and certainly through no fault of the Sloane Construction Company, the rock broke in an unusual manner and instead of coming down from above, a substantial quantity was forced through and under the highway grade and into the Grand Ronde river, partially obstructing the channel and deflecting the current against an embankment on the other side upon which the railroad grade of the O.W.R.&.N.Co. was constructed. The Railroad Company complained to the State Highway Commission that the action of the water was damaging the grade and demanded that the embankment be riprapped and the rock removed from the river. The State Highway Engineer, without apparently making a very careful analysis of the situation, directed the Sloan Construction Company to accomplish this work and refused to release retained moneys in the amount of $4,000.00 under the contract until such work had been accomplished. The Construction Company, believing that it was in no wise responsible for the unfortunate shooting and realizing that the excavating of this material was not in any manner covered by the work which it had agreed to perform for the State Highway Commission under the terms of its contract, naturally objected to this demand and arranged for a conference between one of its legal representatives and the Highway Commission. Such a conference was had in Portland and the position of the Sloane Construction Company presented. The Commission took the matter under advisement and referred the question to its attorney, Mr. J.M. Devers. The latter announced as his opinion that the burden was upon the Construction Company to remove this rock, apparently overlooking the fact that the contract with the State did not in any manner involve the manufacture of the surfacing material nor in any way affect the time, place or manner in which such material should be manufactured or produced. Mr. Devers furthermore advised that neither the State nor the State

Highway Commission could be sued in connection with this matter, that the Commission would not under any circumstances consent to suit and that even if a judgment were procured, it would not be paid. It was the hope of the Sloane Construction Company that the matter could be disposed of upon the broad grounds of equity and good conscience and that notwithstanding the aspect of the case from the standpoint of the amenability of the Highway Commission to suit, it would nevertheless respond to what appeared to be a clear moral obligation in the premises.

In the meantime the Sloane Construction Company, finding itself in a situation where $4,000.00 of its earned moneys were being held back and confronted with the positive mandate and direction of the State Highway Engineer, was compelled to and did proceed with the performance of this work to a total cost, including force account percentages, of $9,430.62, as per the claim above referred to.

However, on June 15th, 1925, Hon. Robert S. Bean, District Judge of the United States Ederal Court at Portland handed down an opinion in the case of Warren Brothers Company, Plaintiff, vs. Glenn E. Kibbe, et al, Defendants, in which it was held that the State Highway Commission was and is amenable to suit and that it should respond to its obligations to the same extent as a natural person. Notwithstanding this decision, which gives a claimant situated as the Sloane Construction Company is, a right to take its claim into court, the Company feels that it would be much better to submit its claim to the Commission in itemized form and duly verified, with the belief that the Commission will be impressed with the justness of the claim and will wish to pay it without the necessity of further proceedings.

The first direction which was issued to the Sloan Construction Company requiring it to perform this work, came in the form of a letter addressed by Mr. E.H. Baldock, Division Engineer at LaGrande. In this letter Mr. Baldock took the position that under the provisions "Damage to Work or Property and Injury to Person" appearing on page 4 of the contract, and "Liability of Contractor for Damage to Railway and Like Properties" on page 5 of the contract, the Sloane Construction Company must perform this work. I do not know if Mr. Baldock's views in this respect reflect the opinion of the Commission but, in any event, we call attention to the fact that these provisions have reference to the work to be performed "under the contract" and not work which may be performed quite independent of the contract.

The point which we wish to make very clear is this,- Under the contract the Sloane Construction Company was required to

surface the road with crushed rock. It was not required to manufacture this surfacing material nor was it directed to secure it from any particular source nor have it manufactured in any particular manner. It was optional with the Construction Company to make it near the highway where it was to be spread or to have it manufactured miles away and brought in by any convenient method of transportation. It agreed to employ Mr. Shank, an independent contractor, and the latter saw fit to manufacture this material in such close proximity to the highway that when the shot was fired damage resulted, not to the highway, but seemingly to the railroad company which happened to own a line of railroad in that vicinity. The Construction Company might well have arranged to get this road surfacing material from some other source as far as the contract is concerned, and in procuring the material from such source the company might have caused damage to a railroad company or to any other person to the same extent as in the instant case and yet no one would contend that under such a set of circumstances the Highway Commission could have made any demand upon the Sloane Construction Company, in behalf of the person damaged or otherwise, to repair the damage or to perform work outside of the contract.

To put it another way,- let us suppose that in actually performing the work of surfacing the highway the Construction Company had damaged property. The provisions of the contract above referred to would probably cover such a situation. On the other hand, if an agency supplying the Sloane Construction Company with road surfacing material damages property and that damage results not through the performance of the work covered by the contract but through some act quite independent of it, very obviously the party damaged could not successfully make any demand upon the Highway Commission to repair such damage, nor could the Highway Commission compel the contractor to perform additional work without compensation. Suppose that the gravel bed or rock quarry, instead of being located adjacent to the Highway, was ten miles distant and that the independent contractor, who is engaged in manufacturing the rock into road surfacing material, causes damage to a third person, either individual or corporate, and either railroad company, manufacturer or common laborer. Could it be said, under any theory of the case, that the person so injured could make a demand upon the Highway Commission to repair the injury and that the Highway Commission in turn could demand of the general contractor that he repair it at his expense and without compensation? It seems to us that this question must be answered in the negative.

Very obviously, the work of shooting down this rock was not covered by the contract any more than would be the work of manufacturing concrete or iron pipe to be used as culverts under a grade when the contract required that the grade be constructed and certain culverts installed. If a contractor undertook to grade a strip of highway, including the construction of bridges and flumes, and if a man, in the course of this manufacture, were injured at a sawmill miles away where this bridge timber and flume material was manufactured, could it be said that he could successfully demand of the Highway Commission that the injury be repaired and could the Highway Commission in turn demand of the general contractor that he respond to the claim and repair the injury without any compensation to himself? We cannot believe that this Commission would entertain such a contention.

Now, suppose the sawmill were located immediately contiguous to the highway,- would the situation be one whit different? Let us go a step further and contemplate the manufacture of road surfacing material by blasting and crushing rock, as distinguished from the manufacture of bridge and culvert timbers,- do we not have the same situation? In other words, the injury and damage contemplated by the contract and which the contractor must repair, must naturally result from some act performed "under the contract" and not independent of the contract. The Sloane Construction Company did not agree to crush any rock. It did not agree to manufacture any road surfacing material. It did agree to furnish such material and spread it upon the highway. It is merely an unfortunate circumstance that this material happened to be manufactured by the independent contractor, Shank, in close proximity to a railroad. It might have been manufactured in equally close proximity to a railroad but that railroad might have been in another state and the surfacing material having been so manufactured, might have been shipped to the Sloane Construction Company for spreading upon the highway. In the latter situation the Commission would promptly decline to entertain the railroad company's request that the damage by repaired by the Highway Commission or under its direction.

We submit that the legal principles involved are no different even though the railroad grade happened to be located in close proximity to the highway. In short, since the manufacture of this road surfacing material was not covered by the contract, then the provisions referred to by Mr. Baldock have no application to the

case. If we are to conclude that the contract provisions to which Mr. Baldock directs attention are to be invoked against the Sloane Construction Company, then we have an equal right to invoke other provisions of the same contract and to give consideration to the clause dealing with the subject of "Unavoidable Overbreak". If we are to attempt to apply the provisions of the contract to the dislodgment of this rock, which was shot out of the grade prism, we must admit that the overbreak clause covers the situation. That clause, appearing at page 23 of the contract, reads:

> " No payment will be made for quantities "removed from outside the limits of the neat "cross section as staked by the engineer, "except in cases of overbreak, which in the "opinion of the engineer was unavoidable and "caused the contractor extra expense for its "removal."

If this situation can be drawn into the contract at all and if we are to invoke contract penalties against the Construction Company, it is only fair to extend the privileges of the overbreak clause, to recognize the fact that the overbreak was unavoidable and to compensate the Construction Company accordingly. If the contract is to be applied for one purpose, it must be applied for all purposes. If the overbreak provisions of the contract have no application, then the penalty provisions of the contract have no application. In short, the Commission cannot, nor do we believe it would be disposed to invoke contract provisions against the Construction Company to support the engineer's contention, but deny other provisions which are favorable to the Construction Company.

This work was performed at the express direction of the State Highway Engineer. The work was not covered by the contract. It would, therefore, come under the head of extra work and should be compensated on a force account basis. It is this basis which the Construction Company has employed in setting forth its claim and employing the 5% and 15% factors upon the items of material and labor respectively.

The State Highway Engineer has not only declined to compensate the Construction Company on account of this extra work but he has held back the sum of $4,000.00 admittedly earned under the contract and has furthermore penalized the Construction Company in the amount of

$1,632.09, which is claimed as an engineering expense deduction. It is true that under the terms of the contract certain extra engineering expenses may be charged against the contractor, but in the instant case the delay was unavoidable, being caused by this unfortunate overbreak in shooting the rock, and by the vast amount of extra work which was imposed upon the Construction Company by the State Highway Engineer as a result thereof. We have not seen a detailed statement of this alleged additional engineering expense but we believe the Commission will readily concede that to impose a burden of this kind upon the Construction Company, in addition to the heavy expense already sustained by it in clearing the river channel, would be most unjust.

It does seem to us that in view of all of the circumstances the Commission should welcome an opportunity to effect an adjustment and settlement of this matter and to properly compensate the Sloane Construction Company instead of compelling that company to seek relief through the courts.

Respectfully submitted,

Nichols Hollock & Dorac

Attorneys for Sloane Construction Co.
Residing at Baker, Oregon.

Original

Baker, Oregon.

July 8th, 1925.

STATE HIGHWAY COMMISSION of the State of Oregon,

To Sloan Construction Company, DR.

Account cost of removal of rock from Grand Ronde River near Elgin, Oregon, such work having been performed at the instance and request and upon the direction of the State Highway Commission, and statement of account of balance due under contract #580 of date July 25th, 1922, covering unit #2 Island City-Elgin Section of LaGrande-Joseph Highway.

Payroll:			
November,	1923	$429.81	
December	"	376.81	
January	1924	536.85	
February	"	586.78	
March	"	681.51	
April	"	703.01	
September	"	441.74	
October	"	218.01	
		$3,974.52	
Insurance		120.60	
		$4,095.39	
Plus 15%		614.27	
Total		$4,709.39	$4,709.39
Fuel:			
Continental Coal Co.		$1,398.50	
Elgin Grain & Stor. Co.		127.46	
Goodnough Merc. Co.		102.60	
		$1,628.56	
Plus 5%		81.43	
Total		$1,709.99	1,709.99
Powder:			
W.H. Bohnenkamp Co.		$532.44	
Union Hardware Co.		430.00	
Basche-Sage Hdw. Co.		95.00	
		$1,057.44	
Plus 5%		52.87	
Total		$1,110.31	1,110.31
Cables:			
Stewart Bros. Co.		$129.27	
Basche-Sage Hdw. Co.		220.50	
		$349.77	

#2

	Bal. Fwd.	$349.77	
Plus 5%		17.49	
Total		$367.26	$367.26
Rentals:			
November		$133.00	
December		200.00	
January		200.00	
February		200.00	
March		200.00	
April		200.00	
September		200.00	
October		200.00	
Total		$1,533.67	$1,533.67
			$9,430.62
Plus amount retained under contract #580			4,000.00
Total			$13,430.62

STATE OF WASHINGTON,)
) ss.
County of Spokane.)

I, Robert A. Sloane, being first duly sworn, depose and say upon oath that I am treasurer of Sloane Construction Company, a corporation; that I have knowledge of the above described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged and that there is due the said Sloane Construction Company on this date, exclusive of interest, from the State Highway Commission of the State of Oregon on the foregoing account the sum of $13,430.62, and that the same or any part thereof has not been paid.

Robert A. Sloane

Subscribed and sworn to before me this 13 day of July, 1925.

Notary Public for Washington.

My commission expires:

Baker, Oregon.

July 8th, 1925.

STATE HIGHWAY COMMISSION of the State of Oregon,

To Sloan Construction Company, DR.

Account cost of removal of rock from Grand Ronde River near Elgin, Oregon, such work having been performed at the instance and request and upon the direction of the State Highway Commission, and statement of account of balance due under contract #580 of date July 25th, 1922, covering unit #2 Island City-Elgin Section of LaGrande-Joseph Highway.

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Insurance		120.60		
		$4,095.39		
Plus 15%		614.27		
Total		$4,709.39		$4,709.39
Fuel:				
Continental Coal Co.			$1,398.50	
Elgin Grain & Stor. Co.			127.46	
Goodnough Merc. Co.			102.60	
			$1,628.56	
Plus 5%			81.43	
Total			$1,709.99	1,709.99
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W.H. Bohmenkamp Co.			$532.44	
Union Hardware Co.			430.00	
Baeche-Sage Hdw. Co.			95.00	
			$1,057.44	
Plus 5%			52.87	
Total			$1,110.31	1,110.31
Cables:				
Stewart Bros. Co.			$129.27	
Baeche-Sage Hdw. Co.			220.50	
			$349.77	

	Bal. Fwd.	$349.77	
Plus 5%		17.49	
Total		$367.26	$367.26
Rentals:			
November		$133.00	
December		200.00	
January		200.00	
February		200.00	
March		200.00	
April		200.00	
September		200.00	
October		200.00	
Total		$1,533.67	$1,533.67
			$9,430.62
Plus amount retained under contract #560			4,000.00
Total			$13,430.62

STATE OF WASHINGTON, }
County of Spokane. } ss.

I, Robert A. Sloane, being first duly sworn, depose and say upon oath that I am Treasurer of Sloane Construction Company, a corporation; that I have knowledge of the above described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged and that there is due the said Sloane Construction Company on this date, exclusive of interest, from the State Highway Commission of the State of Oregon on the foregoing account the sum of $13,430.62, and that the same or any part thereof has not been paid.

Robert A. Sloane

Subscribed and sworn to before me this 13 day of July, 1925.

C. V. Bartley
Notary Public for Washington.

My commission expires:

July 15, 1925.

Nichols, Hallock & Donald,
Attorneys at Law,
201 Sumner Building,
Baker, Oregon.

Gentlemen:

We wish to acknowledge receipt of your letter of the 9th inst. addressed to Mr. Roy A. Klein, State Highway Engineer, in which you enclose original and copy of verified claim of the Sloane Construction Company together with supporting memorandum in connection with their contract for the construction of Unit 2, Island City-Elgin Section of the La Grande-Wallowa Lake Highway, contract No. 580.

Mr. Klein is at the present time on an inspection trip in the state on some of our state highways and is not expected back in the office until next week. I will be glad to call this to his attention upon his return.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

0980

June 8, 1925.

McCarthy, Edge & Lantz,
Lawyers,
Paulsen Building,
Spokane, Washington.

Gentlemen:

In reply to your letter of the 5th inst. with further reference to the claim of the Standard Oil Company against the Sloane Construction Company, will say that our records show that the Standard Oil Company filed notice of their claim with the Secretary of State on May 28, 1924. The amount of the claim is $3,097.40.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

McCARTHY, EDGE & LANTZ
LAWYERS
PAULSEN BUILDING
SPOKANE, WASHINGTON

JOSEPH McCARTHY
LESTER P. EDGE
GEO. D. LANTZ

June 5th, 1925

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: State Highway Contract No. 580, covering the surfacing of Unit 2 of the Island City - Elgin Section of the LeGrande Joseph Highway.

We are in receipt of copy of contract, together with a mimeographed copy of Section 2991 of the Oregon Laws, for which we thank you. According to your telegram, the work was accepted early in May which, under the Section of the law referred to, would preclude filing a claim against the Sloane Construction Company and Fidelity & Deposit Company of Maryland, the surety.

We represent the Standard Oil Company, which furnished gasolene and other petroleum products in amount in excess of $3000.00. The matter has been handled by other representatives of the Standard Oil Company until within the last few days. We are wondering if they filed a claim under that section of the laws, with the department. Will you please advise us concerning this?

Thanking you in advance for such information and the promptness with which you have given us information in the past, we are

Yours very truly,

McCARTHY, EDGE & LANTZ

BY Geo D Lantz

GDL:LF

claim for $3,097.40 filed with surety May 10, 1924

Form 1201A

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	DL
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

JUNE 3, 1925.

McCAREY, EDGE & LANTZ,
SPOKANE, WASHINGTON.

CONTR CT FIVE EIGHTY COMPLETED MAY THIRD NINETEEN T ENTY FOUR ACCEPTED BY COMMISSION AS OF SAME DATE STOP CERTIFIED CO Y OF CONTRACT AND BO D FURNISHED WITHOUT COST IF YOU FILE NOTICE OF CLAIM WITH SECRETARY OF STATE IN ACCORDANCE WITH SECTI N TWENTY .I E NINETY ONE OR ODE LAWS

STATE HIGHWAY DEPARTMENT

Collect

ROY A. KLEIN,
State Highway Engineer.

By

E. B. Glaisyer,
Chief Clerk.

EBG:EM

enclosure

Form 1204

CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

The filing time as shown in the date line on all-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

RECEIVED AT 437 STATE ST., SALEM, ORE.

35PR C 57 BLUE

R SPOKANE WASH 1025A JUN 3 1925

STATE HIGHWAY COMMISSION, SALEM ORG

PLEASE WIRE US COLLECT DATE OF COMPLETION AND ACCEPTANCE OF SURFACING OF UNIT NUMBER TWO ISLANDCITY ELGIN SECTION OF THE LAGRANDE ENTERPRISE HIGHWAY UNDER CONTRACT NUMBER FIVE HUNDRED EIGHTY WITH THE STATE OF OREGON STOP ALSO WIRE US COST OF CERTIFIED COPY OF SLOANE CONSTRUCTION CONTRACT AND FIDELITY AND DEPOSIT COMPANY OF MARYLAND BOND IN SAME MATTER

MCCARTHY EDGE & LANTZ

1047A

#580 – Union
Draft T. May-3-1924
Final
#5.00

with.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:MH

enclosure

09-70

June 3rd, 1925.

McCarthy, Higo & Lantz,
Lawyers,
Spokane, Washington.

Gentlemen:

We are mailing to you herewith a certified copy of State Highway contract No. 880, covering the surfacing of Unit 2 of the Island City-Elgin Section of the La Grande-Joseph Highway. We are mailing this to you at this time, thinking that perhaps you are in a hurry for the same and would like the matter expedited, although it is contrary to our policy to mail copies of contracts out until we have requests for same in the manner described by law.

We also enclose herewith a mimeographed copy of Section 2991 of the Oregon Laws. Will you kindly make formal request for this copy of contract in compliance therewith.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:ER

enclosure

89-50

December 16, 1924.

Mr. R. M. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

At the meeting of the Highway Commission on December 10, the final estimate to the Sloane Construction Company on Unit 2 of the Island City-Elgin surfacing contract was released without further obligation on the part of the contractor. In the matter of requiring a bond to protect the Commission in case of litigation in the drainage project proposed by the local residents, the Commission decided to pass the final payment without requiring a bond.

Very truly yours,

State Highway Engineer.

RAK:HI

09-80

Salem, Oregon

December 8, 1924.

Mr. R. A. Alexander,
948 Valley Avenue,
Salem, Oregon.

Dear Sir:

In reply to your letter of the 4th inst. requesting information as to whether or not final settlement had been made to the Sloane Construction Company, will say that this has not been done as yet. Our retained percentage at the present time amounts to $4,000.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

948 Valley Avenue
Baker, Oregon
December 4th, 1924.

State Highway Department
Salem, Oregon.

Gentlemen:

Have the Sloane Construction Company received their final settlement for the surfacing on the Alicel-Elgin section of the La Grande-Joseph Highway ?

This information will be greatly appreciated as I have not been able to obtain a final settlement for hauling the rock on this peice of work, but am expecting to, when they receive their money.

Yours very truly,

P. A. Alexander

#580 - Union Co

ALLOWED
H B.C

09-70

December 8, 1924.

Trefethen & Findley,
Attorneys at Law,
Colman Building,
Seattle, Washington.

Gentlemen:

In reply to your letter of the 5th inst. regarding the status of the Sloane Construction Company's contract, will say that we are still holding up payment of $4000 for this work pending satisfactory removal of rock which was thrown into the river on account of blasting operations, causing considerable damage.

It is not known at the present time just when final payment will be made.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Gleisyer,
Chief Clerk.

HBG:LM

HOWARD M. FINDLEY

LAW OFFICES
OF
TREFETHEN & FINDLEY
COLMAN BUILDING
SEATTLE

Oregon State Highway Commission,
Salem, Oregon.

In re: Sloane Construction Co.

Gentlemen:

On September 19, 1924, there was forwarded to you the order of the Sloane Construction Co. directing payment to my client E. I. du Pont de Nemours & Company of the sum of $2233.58.

Will you be so kind as to tell me the present status of the matter so that I may know when payment of the claim may be expected.

Thanking you for the courtesy which your office has always heretofore extended, I am

Very truly,

TREFETHEN & FINDDEY,

BY Daniel B Trefethen

Seattle, Washington
December 5th, 1924.

ANSWERED
H. B. G.

0280

November 18, 1924.

Hansen & Rowland, Inc.,
Tacoma Building,
Tacoma, Washington.

Gentlemen:

In reply to your letter of the 1st inst. in further reference to the Sloane Construction Company's contract for the surfacing of Unit 2, Island City-Elgin Section of the La Grande-Joseph Highway, will say that the amount paid to the contractor to date is $68,698.03. Our retained percentage is $4,000.00.

The railroad company have approved the work which has been done by the Sloane Construction Company in clearing the river of rock, which was placed therein by reason of blasting operations. We have not yet received the approval of the farmers in the vicinity but expect that some action will be taken in the near future to protect them.

The final voucher in payment of work done by the Sloane Construction Company is now being prepared.

We are unable to locate copy of letter written you on October 9th regarding this matter and do not know if we answered your questions or not. If not, kindly advise.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

31-FD-1

ELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS *and* BURGLARY INSURANCE

Tacoma Building

TACOMA, WASH.

HANSEN & ROWLAND, INC.
District Agents
PHONE MAIN 393

TACOMA, November 1, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

RE: BOND #29777 - SLOANE CONSTRUCTION CO. - CONTRACT
STATE OF OREGON - SURF. ISLAND CITY-ELGIN SECT.
LAGRANDE-JOSEPH H/W.

Will you kindly advise us whether there is any change in the situation since your letter to us of October 29th, 1924.

Very truly yours,

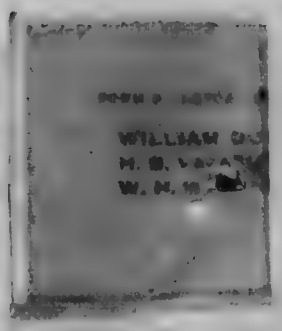
HANSEN & ROWLAND, Inc.,

H. T. Hansen

By H. T. HANSEN
Pres.

HTH-LW.

Unit to date $68,698.03
#580 - Unit 2, Island City-Elgin Section - Retained $4000.00



Form 2010

STANDARD
3-20-2000

PG-80

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

File 74-14Q

PORTLAND, OREGON

Nov. 7, 1924

R. A. K.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter November 6th concerning removal of rock from the Grande Ronde River near M.P. 17 of the Joseph Branch as result of highway construction in this vicinity.

I wrote Mr. Baldock on November 5th that so far as the Railroad Company was concerned he could accept the work and release the Contractor's final estimate . Copy of this letter to Mr. Baldock was also sent to you. I think we can now close our files on this subject.

Yours truly,

S. MURRAY

TC TC 09-80

November 6, 1924.

Mr. S. Murray,
Assistant Chief Engineer,
Union Pacific System,
Portland, Oregon.

Dear Sir:

Some three weeks ago, our Mr. Baldock advised your office that the Sloane Construction Company had removed the rock in the Wallowa River near Rhinehart to a point which he thought would be satisfactory to you. He has since written that an inspection of the work has been made by a representative from your office, but the contractor, Sloane, has not heard from you to date as to your acceptance of the work. It is our opinion that the contractor has done about all he could reasonably be expected to do without excessive cost, and in addition the rock has been piled up on the railroad side of the river so that there appears to be ample protection from further erosion.

The contractor desires very much to have you pass on this matter at your convenience so he may receive his final estimate from us which we have held pending an acceptance of this work. Will you give this matter your consideration at your early convenience?

Very truly yours,

State Highway Engineer.

RAK:HI

cc R. H. Baldock

Form 3010

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

74-14 Q

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

Nov. 5, 1924.

Mr. R. H. Baldock,
Division Highway Engineer,
La Grande, Oregon.

Dear Sir:

Reference recent joint inspection on October 14th of the rock to be moved in the Grand Ronde River near Milepost 17 of the Joseph Branch as result of construction of the State Highway in this vicinity; reference also your letter to me of February 19, 1924 file 31 PD-1 in which you state that you had advised the contractor that he would not be released from his contract until you had written assurance from this office that the work had been done to my satisfaction.

In my judgment the contractor has now completed the work of clearing the channel of the river and the necessary protection to the riverbank on track side to our satisfaction and has done all work we can reasonably ask him to do.

In this situation you may, so far as the railroad company is concerned, accept the work and release the contractor's final estimate.

In this connection we desire to express our appreciation of the manner in which you have handled the work in the interest of the railroad company, although it has taken some time to complete it.

Yours truly,

S. Murray

CC Mr. Roy Kline, State Highway Engineer, Salem, Ore.
Mr. W. Bollons, La Grande, Ore.

FORM 9 83783 10M-8-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MASONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

PR #80

La Grande, Oregon.
November 3, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In regard to removal of the rock in the Grand Ronde River near the site of the Sloane Construction Company set-up, please be advised that some two weeks ago Mr. Murray sent a man up to report concerning the status of this matter. The gentleman in question, Mr. Pearson, took certain pictures and stated he would make a report to Mr. Murray and Sloane would hear from the matter in a few days. Mr. Crews advises that Sloane dropped in here two or three times subsequent thereto, finally went to Spokane, advising that he could be reached at that point in relation to this matter.

I would suggest that Mr. Murray be communicated with and advised that Sloane is entitled to some decision before weather conditions prohibit further work. I am taking this up with your office in view of the fact that you had correspondence with Mr. Murray in this regard and I do not wish to cross wires.

Will also advise that Mr. Sloane did not indicate to me what he intended to do in regard to your proposition that he give a bond covering a period of about two or three years protecting us from any demands made by the farmers' drainage district with regard to lowering the depth of the channel at the point of the shot. If you remember, I have reported it is still four feet high at one point, tapering off on either side. The situation is exactly the same as you saw it on your last visit. I believe Mr. Sloane should be notified in writing regarding our demand for the bond above referred to.

Very truly yours,

R. H. Baldock,
Division Engineer.

RHB M

OREGON STATE HIGHWAY COMMISSION

October 17, 1924.

Memorandum relative to Baldock's letter of October 15.
31 RDl - Rock in the river near Rhinehart.

I called up Baldock on the telephone this morning and, inasmuch as there is considerable uncertainty as to our obligation in the matter of satisfying the farmers and their proposed drainage plan, I suggested that we release the Sloane Construction Company and give them their final estimate provided they would put up a bond to protect us in the event that the farmers came back on us to remove the rock. Baldock thought that would be a good plan and said he would take it up with the Sloane Construction Company on that basis. The bond was to be for $1000 and to run for two years.

RAK:HI

OQ-50

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM October 17, 1924.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

file

Memorandum relative to Baldock's letter of October 15.
31 PD1 - Rock in the river near Rhinehart.

I called up Baldock on the telephone this morning and, inasmuch as there is considerable uncertainty as to our obligation in the matter of satisfying the farmers and their proposed drainage plan, I suggested that we release the Sloane Construction Company and give them their final estimate provided they would put up a bond to protect us in the event that the farmers came back on us to remove the rock. Baldock thought that would be a good plan and said he would take it up with the Sloane Construction Company on that basis. The bond was to be for $1000 and to run for two years.

RAK

RAK:HI

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
October 15, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

31 PD-1
Rock in River.

RECEIVED
OCT 17 1924

Dear Sir:

This is to advise that in accordance with a request from Mr. Sloane, of the Sloane Construction Company, I made an inspection this forenoon of his work on removing rock from the channel of the Grande Ronde River near Rhinepart, which point is adjacent to the former quarry site used in the surfacing of Unit #2 of the Island City - Elgin section of the La-Grande - Wallowa Lake Highway in Union county.

Mr. Chaussee, Division Engineer for the O. W. R. & N. Co., accompanied us on thetrip. Mr. Chaussee stated that personally he thought the contractors had provided suitable protection along the railroad embankment and that the channel width was sufficient so as not to cause them any hazard, and that he would so make his recommendation. He stated it would be necessary for the Chief Engineer to pass on the work, and that he would immediately notify him to send some one from the Portland office to pass on the work in its present condition.

On October first I had some cross-sections taken near the point in question, which illustrates approximately the present status both in cross-section and profile. They have done a little work since that time but these plans are a close approximation of the present condition. I am inclosing a blue print for your inspection, and to which I now refer:

The original grade of the river bed or bottom of the river of course cannot be absolutely accurately obtained, but the dotted line marked on the blue print will indicate as near as possible, in my opinion, the condition of the bottom of the river prior to the shot. You will note the present grade of the river bed is adverse to the direction of the water, which clearly indicates that this company has not removed the rock from the bottom of the river to conform to the original river bed, inasmuch as had that condition existed for any time it would have silted above the obstruction. This would indicate that there remains a maximum depth of approximately four feet of rock to be removed, feathered

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

out to a distance of 20 feet on the down stream side and 190 feet on the up stream side to equate the original grade of the river bed.

It is entirely possible that the railroad company will not object to this situation inasmuch as their grade line is a good deal above high water and their bank is fairly well protected; this of course depending on Mr. Murray's inspection of the work done, but there may be considerable criticism from the farmers who remonstrated against this obstruction in the river. Please refer to my letter of October 12, 1923, expressing the opinion of Mr. Hutchison, Union County Commissioner, in this regard. I am inclosing herewith the protest of these farmers, which is headed by John Wells, Union County Commissioner and a farmer in this vicinity. Mr. Wells stated that these farmers comprised a drainage district in whic. it was ultimately planned to remove other obstructions to the channel, both above and below this point, to lower the river bed so that certain lands above the Rhinehart gorge would not be inundated during the time of the spring freshets.

I am presenting all this data for your consideration and advice. If this work is accepted by the Railroad Company, which I believe it will be, and in case it is not they probably will not insist upon much additional work, the fact remains that we are entirely protected as far as any stream action is concerned, by the rock slope on the highway embankment, and with this in view the contractor could be released. However, it is my opinion that we probably will be held by this drainage district for the additional rock in the river, and that we should require the Sloane Construction Company to take out enough rock to make a small channel, say thirty feet wide, through the limits of the obstruction and down to the original grade of the river bed; this would necessitate the removal of approximately 800 yards of rock.

I do not know the area of the lands that are under water by reason of the stream backing up in the spring, but evidently the cost of removing the natural obstruction dissuaded the drainage district from embarking on the venture before, and it may be that the cost of lowering the channel would be more than the value of the lands, but I am fearful that unless the chhnnel is taken down to the original grade that they might endeavor to hold us responsible. I think we should have legal advice on this question.

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

31 ID-1-- Mr. Klein-- 3--

The additional expense to the Sloane Construction Company will be in the neighborhood of from $500 to $800 to open the channel to the size stated, consequently I do not feel like requiring them to do this work until I have your opinion in the matter. However, I havetold Mr. Sloane that as far as I was concerned he could plan on taking more rock from the river bed. He is not working at present and is waiting for Mr. Murray's inspection.

In view of the fact that Mr. Murray's representative will probably be in La Grande day after tomorrow I would like if possible to have your views on the matter by that time. You can probably get me on the phone Friday morning.

Very truly yours,

R O Ballard

Division Engineer.

RMB V

Incls.

cc Mr. Devers.

PROTEST

To, Division Engineer, of State Highway Department.

We, the undersigned resident tax payers and owners of land on the Grande Ronde River, respectfully protest that the State Highway Department refrain from making payment, or settlement, with the Sloane Construction Company until all rock is removed from the river near Elgin, Oregon where blast was made and rock moved into the river.

John Wells
L. A. Stringham
C. C. Conrad
R. Gaskill
Frank McLennon
L. E. Perrin
L. A. Ringgamon
Bruce Clark
Thomas Clark
[illegible]
Harry Nickl
W. E. Ruckman
W. M. Goldbeck
William Hull Est.
L. B. Billings

La Grande, Oregon,
October 15, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

31 FD-1
Rock in River.

Dear Sir:

This is to advise that in accordance with a request from Mr. Sloane, of the Sloane Construction Company, I made an inspection this forenoon of his work on removing rock from the channel of the Grande Ronde River near Rhinehart, which point is adjacent to the former quarry site used in the surfacing of Unit #2 of the Island City - Elgin section of the La-Grande - Wallowa Lake Highway in Union county.

Mr. Chaussee, Division Engineer for the O. W. R. & N. Co., accompanied us on thetrip. Mr. Chaussee stated that personally he thought the contractors had provided suitable protection along the railroad embankment and that the channel width was sufficient so as not to cause them any hazard, and that he would so make his recommendation. He stated it would be necessary for the Chief Engineer to pass on the work, and that he would immediately notify him to send some one from the Portland office to pass on the work in its present condition.

On October first I had some cross-sections taken near the point in question, which illustrates approximately the present status both in cross-section and profile. They have done a little work since that time but these plans are a close approximation of the present condition. I am inclosing a blue print for your inspection, and to which I now refer:

The original grade of the river bed or bottom of the river of course cannot be absolutely accurately obtained, but the dotted line marked on the blue print will indicate as near as possible, in my opinion, the condition of the bottom of the river prior to the shot. You will note the present grade of the river bed is adverse to the direction of the water, which clearly indicates that this company has not removed the rock from the bottom of the river to conform to the original river bed, inasmuch as had that condition existed for any time it would have silted above the obstruction. This would indicate that there remains a maximum depth of approximately four feet of rock to be removed, feathered

out to a distance of 20 feet on the down stream side and 190 feet on the up stream side to equate the original grade of the river bed.

It is entirely possible that the railroad company will not object to this situation inasmuch as their grade line is a good deal above high water and their bank is fairly well protected; this of course depending on Mr. Murray's inspection of the work done, but there may be considerable criticism from the farmers who remonstrated against this obstruction in the river. Please refer to my letter of October 12, 1923, expressing the opinion of Mr. Hutchison, Union County Commissioner, in this regard. I am inclosing herewith the protest of these farmers, which is headed by John Wells, Union County Commissioner and a farmer in this vicinity. Mr. Wells stated that these farmers comprised a drainage district in which it was ultimately planned to remove other obstructions to the channel, both above and below this point, to lower the river bed so that certain lands above the Rhinehart gorge would not be inundated during the time of the spring freshets.

I am presenting all this data for your consideration and advice. If this work is accepted by the Railroad Company, which I believe it will be, and in case it is not they probably will not insist upon much additional work, the fact remains that we are entirely protected as far as any stream action is concerned, by the rock slope on the highway embankment, and with this in view the contractor could be released. However, it is my opinion that we probably will be held by this drainage district for the additional rock in the river, and that we should require the Sloane Construction Company to take out enough rock to make a small channel, say thirty feet wide, through the limits of the obstruction and down to the original grade of the river bed; this would necessitate the removal of approximately 800 yards of rock.

I do not know the area of the lands that are under water by reason of the stream backing up in the spring, but evidently the cost of removing the natural obstruction dissuaded the drainage district from embarking on the venture before, and it may be that the cost of lowering the channel would be more than the value of the lands, but I am fearful that unless the channel is taken down to the original grade that they might endeavor to hold us responsible. I think we should have legal advice on this question.

The additional expense to the Sloane Construction Company will be in the neighborhood of from $500 to $800 to open the channel to the size stated, consequently I do not feel like requiring them to do this work until I have your opinion in the matter. However, I havetold Mr. Sloane that as far as I was concerned he could plan on taking more rock from the river bed. He is not working at present and is waiting for Mr. Murray's inspection.

In view of the fact that Mr. Murray's representative will probably be in La Grande day after tomorrow I would like if possible to have your views on the matter by that time. You can probably get me on the phone Friday morning.

Very truly yours,

R.B.B.

Division Engineer.

RBB V

Incls.

cc Mr. Devers.

0950

September 29, 1924.

file

31PD-1

Mr. R. L. Selfcook,
Division Engineer,
La Grande, Oregon.

Dear Sir:

There is returned attached hereto your letter dated September 13th addressed to the Sloane Construction Company relative to the removal of rock from the Grand Ronde River near Rhinehart, which is forwarded for approval.

In confirmation of my telephone conversation, I do not think it advisable to issue definite written instructions on this subject since there may be some latitude either way and the work does not permit exact definition.

It is preferable in matters of this kind to give the contractor instructions on the ground as to the work required, which I understand has been done in the present instance.

Receipt is acknowledged of yours of September 27th stating the progress which has been made to date in the matter of rock removal. Please follow up closely and insist that the work be prosecuted vigorously so that it will be completed before the high water stage.

Very truly yours,

State Highway Engineer.

RAK:LM

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
September 27, 1924.

31 PD-1
Rock in River.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I note copy of Mr. Murray's letter to you of September 24th as to progress in removing the rock from from Grande Ronde River near Rhinehart, which work is being performed by the Sloane Construction Company.

Robert Sloane, who has charge of this work, asked me to look it over last Tuesday. On my visit that day I noted he had considerable more work to do. I may remark that the rip rap he was placing on the railroad side did not seem very effective. Mr. Sloane stated the railroad officials were satisfied; I told him it was all right with me provided the railroad company would advise me in writing that it was satisfactory. Yesterday Mr. Roberts, from Mr. Murray's office, made an inspection and advised Mr. Sloane that he had considerable more work to do before the railroad company would consider approving same.

Mr. Sloane called me up last night and stated he would lay off work until next Tuesday on account of the fact that his men wanted to attend the County Fair at Elgin. There is about 80 or 90 per cent of the rock removed from the river but there will be considerable work in rehandling the material in placing it along the railroad side of the river; Mr. Roberts judged it would take about ten days to do this.

Mr. Sloane seems to be willing to perform the work according to my directions and those of the railroad engineers so I anticipate no trouble. He advised me that he had spent about $600 to date; it will probably take about $400 or $500 to complete. I will keep you advised of the situation.

Very truly yours,

RHB V

Division Engineer.

September 25, 1924.

Your file 7414-Q

Mr. H. Murray,
Assistant Chief Engineer,
Union Pacific System,
Portland, Oregon.

My dear Mr. Murray:

In response to your inquiry of September 24th relative to the removal of rock from the Grand Ronde River near Rhinehart station, I am pleased to advise that the contractor has been engaged in that work during the last week or ten days and we expect the work will be completed in the very near future.

Before the contract is released we will ask you to send a representative to look over the work on the ground.

Very truly yours,

State Highway Engineer.

RAK:LM

...ON PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

74-14-Q

...URRAY,
ASSISTANT CHIEF ENGINEER

PORTLAND, OREGON

Sept. 24, 1924

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference your letter August 21st file 31 PD-1 concerning removal of rock in the Grande Ronde River near the station of Rhinehart:

Will you kindly advise whether this work is now under way.

Yours truly,

S. Murray

CC: Mr. R. H. Baldock,
Divn. Highway Engr.,
LaGrande, Ore.

September 24, 1924

Nichols, Hallock & Donald
Attorneys at Law
Baker, Oregon
Attention, Mr. Hallock

Dear Sirs:

Answering the inquiry set forth in the postscript to your letter of September 22nd, I wish to say that it is my opinion that neither the State nor the State Highway Commission could be sued in connection with the pending controversy.

It is likewise my opinion that it would be idle for the Highway Commission to consent to a suit, for I think the Commission is without authority to give such consent, and if it did and a judgment was procured against the State, the Secretary of State would refuse to pay it on the theory that he would be without authority to pay any such claim.

Very truly yours,

Assistant Attorney-General.
Attorney for Highway Commission.

JMD:MB

LAW OFFICES
NICHOLS, HALLOCK & DONALD
SUITE 201 SOMMER BLDG.
BAKER, OREGON

September 22nd, 1924.

Mr. J.M. Devers,

Asst. Attorney General,

Salem, Ore.

Dear Sir:

We acknowledge your favor of the 18th instant, relative to the Sloan Construction Company matter and are sorry to note that you have quite missed the point of our letter to you of the 7th.

We were not contending that the Sloan Construction Company could escape any liability under its contract through subletting the work. The point we attempted to make clear was that the process of shooting the rock and manufacturing it into surfacing material was not covered by the contract any more than is the manufacture of any product which goes into the highway covered by any contract involving only the placing of such product. It appears from your letter that most unfortunately for the Sloan Construction Company, you advised the Commission that our clients were attempting to escape some contract liability because they had sublet the work.

We have tried to make it clear to the Commission that with the shooting of the rock and the manufacture of this surfacing material not covered by the contract and with the slide entirely accidental and not the result of any negligence on the part of the Sloan Construction Company, it should be treated as legitimate overbreak, at least to the extent of an allowance to the Construction Company of just compensation for the removal of this rock, and that it is unjust to invoke against the Construction Company provisions of the contract covering the work of surfacing the highway and at the same time deny to the Construction Company the provisions of the contract relative to unavoidable overbreak. If the Construction Company is to be penalized under the terms of the contract , this must result because the manufacture of this surfacing material is covered by some provision in that document. If the work of shooting this rock was covered by the contract, then the Construction Company, it

seems to us, should be entitled to something on account of overbreak. If, on the other hand, the shooting of this rock is not covered by the contract (and this must be admitted) then the rigorous and burdensome provisions of the same should not be invoked against the Construction Company, allowing it no recourse whatever, and compelling it to carry this substantial burden without any assistance from the Highway Commission.

We are sending a copy of this letter to Mr. Klein and to each member of the Highway Commission, as we are still reluctant to believe that the Sloan Construction Company is not to receive any compensation whatever on account of the large amount of work in which it is now engaged in moving this rock from the river.

BH:FHM

Yours very truly,

NICHOLS, HALLOCK & DONALD,

By

P.S. It is our understanding that the Highway Commission, being an agency of the State, is not amenable to suit upon the theory that the state may not be sued without its consent. If the Sloan Construction Company is not to receive compensation for this work at the hands of the Commission, will you be good enough to advise whether, in your opinion, our understanding is correct that the Commission is not immune from suit and whether, if immune, it would consent to appear in a suit instituted against it involving a determination of this question and would respond to any judgment which might be secured.

September 22nd, 1924.

Mr. J.H. Devers,

Asst. Attorney General,

Salem, Ore.

Dear Sir:

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BH:WHM

Yours very truly,

NICHOLS, HALLOCK & DONALD,

By Blanc Hallock

P.S. It is our understanding that the Highway Commission, being an agency of the State, is not amenable to suit upon the theory that the state may not be sued without its consent. If the Sloan Construction Company is not to receive compensation for this work at the hands of the Commission, will you be good enough to advise whether, in your opinion, our understanding is correct that the Commission is not immune from suit and whether, if immune, it would consent to appear in a suit instituted against it involving a determination of this question and would respond to any judgment which might be secured.

September 18, 1924

Nichols, Hallock & Donald
Attorneys at Law
Baker, Oregon
Attention, Mr. Hallock

Dear Sirs: In this letter please send it to Robert Sloane.

I have read carefully your letter of the 7th, in connection with the other records and information concerning the controversy between the State and the Sloane Construction Company concerning the removal of certain rock from the river, which rock was deposited in the stream in connection with the construction work carried on by the said Company under its contract with the State, and I have been forced to the conclusion that under the terms of the contract the contractor is obligated to see that the rock is removed, and cannot relieve itself from this obligation on the ground that the wrong was done by a subcontractor or independent contractor. Hence, I so advised the Commission some time ago.

Very truly yours,

Assistant Attorney-General.

JMD:EB.

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

SEP 13 1924

STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon.
September 13, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

31 PD-1
Rock in River.

Dear Sir:

Herewith letter which is self explanatory.

This in conformity with my letter to you of yesterday.

If you approve this letter please send it to Robert Sloane, Care Foley Hotel, La Grande, Oregon, and one copy to Nichols, Hallock and Donald, Baker, Oregon.

Very truly yours,

R H Baldock

Division Engineer.

RHB V

Incls.

September 15, 1924.

Nichols, Hallock & Donald,
Suite 201 Somner Bldg.,
Baker, Oregon.

Attention Mr. Blaine Hallock

My dear Mr. Hallock:

Receipt is acknowledged of yours of September 9th, relative to the Sloane Construction Company contract between Elgin and Island City, particularly referring to the removal of rock from the Grande Ronde River near Rhinehart.

In the matter of rip rap which you have referred to, I do not think there is any misunderstanding on that point between our engineers and the contractor. Loose rip rap or rock loosely dropped into place as distinguished from hand-placed rip rap is what we understand the railroad company desires for the protection of its track.

In the matter of definite grades to work to, this does not appear to be necessary, as the job will be under Mr. Baldock's inspection who will visit the work frequently and give such instructions as are necessary in the course of the work in the matter of the depth of channel, etc. to restore as nearly as possible the original natural conditions.

Very truly yours,

State Highway Engineer.

RAV:HI

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

SEP 15 1924

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
September 12, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

31 PD-1
Rock in river.

Dear Sir:

This is to acknowledge receipt of copy of letter from Nichols and Hallock under date of September 9th relative to work to be performed by the Sloane Construction Company in removing rock from the Grande Ronde River near Rhinehart.

I have looked over this work several times with Mr. Sloane and told him exactly what should be done, and I do not believe he can contend he does not understand the requirements. He has also been notified in writing several times of the necessity of doing the work.

However, in order that there be no misunderstanding, and that Mr. Hallock be satisfied, I will arrange to go out with Mr. Sloane in the morning, look the matter over, and again give him verbal instructions as to what is to be done, and on return to my office will give him written instructions. That the written instructions may not conflict with legal requirements I will send the letter to your office so you may pass on same, after which it can be sent to the Sloane Construction Company.

Very truly yours,

R H Baldock

Division Engineer.

RHB V

LAW OFFICES
...OLS, HALLOCK & DONALD
SUITE 201 SOMMER BLDG.
BAKER, OREGON

Sept. 9, 1924.

RECEIVED
SEP 10 1924
OREGON
State Highway Commission

Mr. Roy Klein,

State Highway Engineer,

Salem, Oregon.

Dear Sir:

We acknowledge your favor of the 4th instant relative to work to be performed by the Sloan Construction Company in the Grand Ronde River.

We note what you say regarding the attitude of the O. W. R. & N. Co. and Mr. Baldock's interest in this matter. The Construction Company has commenced the work of removing this rock but of course is doing so without prejudice to its rights to adequate compensation. The Construction Company does feel, however, that it should have some definite instruction in writing as to just how the work shall be accomplished and what shall constitute completion. Mr. Baldock advised that the Railroad Company insisted upon rip-rap but we now learn from you and the Superintendent of the O. W. R. & N. Co., at La Grande, that it will be satisfactory if some of this rock is deposited in loose formation on the slope. We are not advised as to the depth which it will be necessary to go nor of the extent to which this channel is to be cleared.

When the writer discussed this matter with the Highway Commission several weeks ago, something was said relative to a complaint made by the farmers in the locality of this obstruction to the effect that the water was backed up to such extent as to interfere with land drainage. Photographs were introduced and a statement made by the writer disclosing the fact that this back-water was caused from a natural obstruction further down the stream and not from the slide. It seems to us that the Sloan Construction Company is entitled to a recognition in writing that it is not chargeable for this back-water and is not expected to relieve the situation of the farmers in that regard.

R. K. # 2.

We are sure you will appreciate the importance of some definite instruction in this connection so that when the work is completed the Sloan Construction Company will know that it is not required to spend any more money in this matter and is entitled to receive the monies now retained by the Commission and reasonable compensation for this extra work performed.

Yours very truly,

NICHOLS, HALLOCK & DONALD,

By Blanche Lincoln

BH/HFD.

September 4, 1924.

Nichols, Hallock & Donald,
201 Sommer Bldg.,
Salem, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of August 27th, relative to the Sloane Construction Company contract for surfacing that section of the La Grande-Wallowa Lake Highway near Rhinehart and particularly referring to the matter of the removal of the rock from the river bed.

In the matter of compensation to the Sloane Construction Company for this work, which you suggested, would say that this is a matter which rests with the members of the Highway Commission for final disposition, but thus far they have not indicated that they would consider favorably a claim of this kind, believing that the obligation of the contractor is to deliver a finished job at the unit prices made in his bid.

In the matter of definite instructions to the Sloane Construction Company, would say that we believe there is no misunderstanding on the part of the Construction Company as to our requirements in this matter, as Mr. Baldock has had the matter up with them in writing and verbally several times; in fact, has gone over the ground with them on various occasions and is ready to do so again if necessity demands.

As to the rip-rap required by the Railroad Company, would say that their Chief Engineer has demanded of us that rock be placed on the eroded slope to prevent further erosion. It is not my understanding, however, that they would require hand-placed rip-rap, but rather rock when dragged from the river may be deposited in loose formation on the slope, which would amply serve their purpose. In this matter we are not particular, except that the railroad engineers are the ones to be satisfied and we will arrange for them to inspect the work during its progress and on completion.

Very truly yours,

State Highway Engineer.

cc Judge Duby
R. H. Baldock

RAM:HI

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
September 2, 1924.

31 PD-1
Rock in River.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

SEP 4 - 1924

Dear Sir:

Confirming our phone conversation of early this morning advise that Robert Sloane, of the Sloane Construction Company, was in this morning, and stated that he would start work immediately to remove the rock from the Grande Ronde River near Rhinehart, at Railroad Mile Post 17.

He had to get some cable from Baker which he expects to night and probably will be going within the next few days.

Very truly yours,

R H Bredon

RHB V

Division Engineer.

LAW OFFICES
OLS, HALLOCK & DONALD
SUITE 201 SOMMER BLDG.
BAKER, OREGON

RECEIVED

August 27th, 1924.

Mr. Roy A. Klein,

State Highway Engineer,

Salem, Ore.

Dear Sir:

We acknowledge your favor of the 25th inst. relative to the Sloan Construction Company matter and frankly admit our surprise and disappointment at the attitude taken by the Commission. As emphasized by Mr. Hallock on the occasion of the last meeting of the Commission at Portland, we earnestly hoped that Mr. Devers' opinion from an abstract legal standpoint would not be controlling in view of the fact that the Sloan Construction Company can have no recourse whatever through the courts or otherwise, but is compelled to submit to any fiat issued by the Commission. As matters now stand, the Commission is holding back a considerable sum of money due the Sloan Construction Company and requires that company, as a condition precedent to securing this money, to perform a lot of additional work, which we are sure, in view of all the circumstances, imposes an unjust and inequitable burden upon the Construction Company. We are hoping, however, that although your letter directs that the work be commenced, there will still be a disposition upon the part of the Commission to make to the Sloan Construction Company some allowances by way of compensation for this work if it is to be performed by that Company. Will you be good enough to advise us what we may expect in that connection.

We also call attention to the fact that although you refer to "the work as outlined in our previous correspondence", no definite directions have been issued as to just what is to be accomplished. The Sloan Construction Company has been advised by Mr. Baldock that the railway embankment should be rip-rapped. However, upon making a personal inspection of the ground, we find that the railway embankment has not been disturbed, it being some thirty or forty feet back from the edge of the river. We do find that the bank of the stream across from the highway has been cut to some extent by the action of the water during the high stages of the river. This, however, does not constitute any part of the railway embankment but apparently is

within its right-of-way limits. We then took the matter up with the Superintendent of the railway company at LaGrande and learned that the company is not requesting that the bank be protected by hand-placed rip-rap. It is the company's desire, however, that the rock or some part of it be carried across the stream to the point where this cutting occurred so that the bank may be protected from further erosion. As an engineer, you will readily appreciate that if the Sloan Construction Company must perform this work before it can receive the moneys long past due from the Highway Commission, definite directions and specifications should be furnished so that the Construction Company will know exactly what it is compelled to do and when it may consider the work as having been completed.

We will greatly appreciate it if you will advise us respecting these two matters, i.e., 1, if any allowance by way of compensation will be made to the Construction Company for doing this work, and, 2, in just what manner and to what extent is this work to be done.

BH:FHM

Yours very truly,

NICHOLS, HALLOCK & DONALD,

By- Irene Hallock

August 26th, 1924.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

We refer to your letter of August 13th, requesting that the Sloane Construction Company be furnished copies of the charges made against that company for engineering expense incurred in connection with the surfacing of the Wallowa Hill Section and the surfacing of Unit No. 2 of the Island City-Elgin Section.

Mr. Klein has suggested that these statements be sent out through your office, and we are accordingly enclosing two copies of the engineering deduction statements applying to the two projects above mentioned.

The statement applying to the Wallowa Hill Section was prepared by Resident Engineer J. N. Bishop, and was transmitted to us through your office without detail other than that shown in the statement itself.

You will note that in connection with the Wallowa Hill job, the contractor was charged with items of expense such as automobile operation and rental of quarters as well as with salary expense. It was subsequent to the time that this deduction was made that we adopted the policy of charging the contractor's with only the salary expense.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By /

Office Engineer.

SHP:TW

Form 1017A

UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

...following message, subject to the terms on back hereof, which are hereby agreed to

AUGUST 25, 1924

BLAINE HALLOCK

SALEM OREGON

COMMISSION DECIDED ON ADVICE ATTORNEY THAT SLOANE SHOULD REMOVE ROCK

H B VAN DUZER

...ponience.

Very truly yours,

State Highway Engineer.

BAK:LM

Copy sent to Mr. Duby.

THE WESTERN UNION TELEGRAPH COMPANY
NEWCOMB CARLTON, PRESIDENT

Form 1204

CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

...to the date lines on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

...112 Grand Ave., Portland, Org.

W DB 21

BAKER ORG 927A AUG 25 1924

H B VANDEUSER 4.)

INMAN POULSEN LUMBER PORTLAND ORG

PLEASE ADVISE BY WIRE ACTION DECIDED UPON COMMISSION IN SLOAN CONSTRUCTION COMPANY MATTER WHICH I PRESENTED TO COMMISSION AT LAST MEETING

BLAINE HALLOCK

1012A

railroad property, therefore, we have called upon the Sloans Construction Company to complete the work as outlined in our previous correspondence.

Very truly yours,

State Highway Engineer.

[redacted]

Copy sent to Mr. Duby.

August 25, 1924.

Nichols, Hallock & Donald,
Attorneys at Law,
Baker, Oregon.

My dear Mr. Hallock:

In answer to yours of August 21st relative to the Sloans Construction Company matter, particularly referring to the removal of rock from the Grande Ronde River near Rhinehart, would say that the Commission referred the matter to its attorney for an opinion as to the legal features which you raised on the date of your appearance before the Commission. The attorney has advised that in his opinion the Sloans Construction Company is bound under the contract to restore the river channel to its previous condition and properly protect the railroad property, therefore, we have called upon the Sloans Construction Company to complete the work as outlined in our previous correspondence.

Very truly yours,

State Highway Engineer.

RAK:LM
Copy sent to Mr. Duby.

OFFICES
NICHOLS, HALLOCK & DONALD
SUITE 201 SOMMER BLDG.
BAKER, OREGON

August 21, 1924.

Mr. Roy Klein,
Engineer, State Highway Comm.,
Salem, Oregon.

Dear Mr. Klein:

At the conclusion of Mr. Hallock's presentation of the Sloan Construction Company matter on the occasion of his appearance before the Highway Commission in Portland last Friday, he was advised that the Commission wished to consider the matter further and therefore did not remain to learn of the action decided upon. Are you now able to advise what the Commission has done or has decided to do in this case?

Very truly yours,

NICHOLS, HALLOCK & DONALD

BY Glenn Hallock

BH:H

August 21, 1924.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Yesterday I forwarded to you a copy of a telegram which was sent to the Sloane Construction Company calling upon them to complete the work of removing the rock from the Grande Ronde River and providing for protection to the railroad tracks on the other side of the river.

Mr. Blaine Hallock, representing the Sloane Construction Company, made a presentation of their case before the Commission at the last highway commission meeting with the result that the Commission referred the matter to Mr. Devers for his opinion as to the legal points raised by Mr. Hallock. Mr. Devers, after studying the brief submitted and considering the general situation, has advised that the construction company are bound by the contract to remove the rock and protect the railroad embankment, which is the theory which we have been following, therefore, the legal matters having been disposed of it is now up to us to get this work completed.

If the Sloane Construction Company do not begin operations within a few days please let me know and I will then take it up immediately with the bonding company. In the meantime you can be making your plans for doing the work with state forces if we find it necessary and are forced to that procedure.

For your information, if you are asked, Mr. Devers will answer Mr. Hallock's letter in more detail a little later.

Very truly yours,

State Highway Engineer.

RAM:LM

cc. Mr. Wm. Duby, Chairman, State Highway Commission, Baker, Oregon.

August 21, 1924.

Mr. E. Murray,
Assistant Chief Engineer,
Union Pacific System,
Portland, Oregon.

Our file 31PD-1
Railroad file 74-14-Q

My dear Mr. Murray:

Referring to the matter of removal of rock from the Grande Ronde River near Rhinehart, would say that we have endeavored to force our contractor to remove this rock but that he has been inclined to contest our rights under the contract so that the matter has dragged.

At the last meeting of the Commission his attorney appeared and made a statement as to Sloane's contention in the matter. The Commission, acting on the advice of our attorney, refused to make any concession - feeling that the contractor is fully obligated under the contract to remove the rock from the River and protect the railroad property.

As a consequence yesterday I gave the contractor definite instructions to begin this work at once and if we do not secure results within the next few days, we will arrange to do the work with our own forces. A sufficient amount of money to pay for the work has been retained out of the contractor's estimate so I anticipate no difficulty in completing the work to our mutual satisfaction.

The water at present is at a very low stage and the donkey engine and drag line are still set up so work can be done to good advantage. Will keep you advised as to developments.

Very truly yours,

State Highway Engineer.

RAK:LM

cc. R. H. Baldock, Division Engineer, La Grande, Oregon.

Y OF

N UNION TELEGRAM

AUGUST 20, 1924.

SLOANE CONSTRUCTION COMPANY,
BAKER, OREGON.

OUR ATTORNEY AFTER CAREFUL CONSIDERATION OF POINTS RAISED BY YOUR ATTORNEY ADVISES THAT THE CONTRACT FULLY COVERS THE MATTER IN CONTROVERSY AND CONSEQUENTLY BINDS YOU TO REMOVE ROCK FROM THE RIVER AT THE QUARRY SITE AND PROTECT RAILROAD PROPERTY AT YOUR OWN EXPENSE STOP THEREFORE PLEASE CONSIDER THIS AS DEFINITE INSTRUCTIONS TO BEGIN WORK AT ONCE.

ROY A. KLEIN

Robt Sallmark

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

...N STATE HIGHWAY COMMISSION

SALEM

Robt Ballock

FORM S 28702 10M-8-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. [illegible]ZER, PORTLAND
W. H. [illegible]E, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon.
August 13, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Relative to your communication of July 31st, 1924 addressed to the Slocum Construction Company at Baker regarding removal of rock in the Grande Ronde River on the Island City-Elgin section in which you stated you would allow them ten days to begin action and if they failed to do so you would turn the matter over to their surety to begin operations. I did not take this matter up with you sooner because I wished to get some definite information. I saw Robert Sloane and he stated they would do nothing until his lawyers had made an investigation and if they decided it was necessary under the contract for them to remove this rock they would start work as soon as possible. Their lawyers, Nichols & Hallock, of Baker also talked the matter over with me and I advised them that as far as I was concerned I could not change my recommendation. They stated they had taken the matter up with Mr. Devers for his opinion.

I believe the matter is well covered in Provisions 4 and 5 of the General Provisions of their contract relating to"Preservation and Restoration of Property"and"Liability of Contractor to Railways and Like Properties".

I looked over the situation on the ground with Judge Duby last Friday and there is more rock in the river than I presumed there was when the water was higher. In my opinion I have not withheld any more money than is necessary to do the work. If you remember I advised that 5% of the contract should be retained. The contract amounted to $70,498.03; 5% of this would amount to $3,524.60; the engineering penalty amounted to $1,632.09 which leaves $1,892.51 for removal of rock. If you have any more retained, would recommend it be withheld. There appears to be approximately 2500 cubic yards of rock remaining in the river although I have not cross sectioned it. We can expect rains in the latter part of September and the Grande Ronde river always raises subsequent to this action, consequently something should be done at once with this work. I would

...ALLIS } COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

suggest you advise the surety company of the failure of the Sloane Construction Company to do this work and call upon them to perform same. In all probability the surety company will force some action from the Sloane Construction Company before they would do the work themselves. In all events I believe it is up to us to take a definite stand in view of the notice to them and their refusal to take any action in the long period past. Unless the work is done this fall it will have to be carried over until July next year. This will be a year over the time of completion of contract and we might not be able to hold the surety and in the meantime we would probably get into trouble with the railroad company.

Yours sincerely,

R. H. Baldock

R. H. BALDOCK,
Division Engineer.

RHB M

CC to Mr. Devers

FORM S 28788 10M-8-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. S. VAN DUZER, PORTLAND
W. H. [illegible]ONE, CORVALLIS
} COMMISSIONERS

A. KLEIN
HWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM.

La Grande, Oregon.
August 13, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

This is to advise you that Robert Sloane of the Sloane Construction Company requests the amount of engineering penalty on the Minam mill and unit #2 of the Island City-Elgin surfacing together with the method of arriving at same. I presume he refers to the detailed statement of the men on the pay roll. I would suggest you advise him at that time that he had not been charged with any expenses except the salaries of engineers and assistants. As I stated before, if there is any contractor that should be penalized for failure to complete work on time it is the Sloane Construction Company. Because of their dilatory methods they have become notorious and in my opinion we should not stand the expense made necessary by their negligence.

I would also wish to advise that it would be my recommendation that in all correspondence addressed to the Sloane Construction Company, it should be kept in mind that there may be some litigation with this company in regard to removing the rock in the river at Whitehart, and that any correspondence they receive may become court record, so that all data should be very carefully checked before being forwarded.

Yours respectfully,

R. H. BALDOCK,
Division Engineer.

RHB M

La Grande, Oregon.
August 13, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Relative to your communication of July 21st, 1924 addressed to the Sloans Construction Company at Baker regarding removal of rock in the Grande Ronde River on the Island City-Elgin section in which you stated you would allow them ten days to begin action and if they failed to do so you would turn the matter over to their surety to begin operations. I did not take this matter up with you sooner because I wished to get some definite information. I saw Robert Sloans and he stated they would do nothing until his lawyers had made an investigation and if they decided it was necessary under the contract for them to remove this rock they would start work as soon as possible. Their lawyers, Nichols & Mallock, of Baker also talked the matter over with me and I advised them that as far as I was concerned I could not change my recommendation. They stated they had taken the matter up with Mr. Devers for his opinion.

I believe the matter is well covered in Provisions 4 and 5 of the General Provisions of their contract relating to"Preservation and Restoration of Property"and"Liability of Contractor to Railways and Like Properties".

I looked over the situation on the ground with Judge Duby last Friday and there is more rock in the river than I presumed there was when the water was higher. In my opinion I have not withheld any more money than is necessary to do the work. If you remember I advised that 5% of the contract should be retained. The contract amounted to $70,492.03; 5% of this would amount to $3,524.60; the engineering penalty amounted to $1,832.09 which leaves $1,692.51 for removal of rock. If you have any more retained, would recommend it be withheld. There appears to be approximately 2500 cubic yards of rock remaining in the river although I have not cross sectioned it. We can expect rains in the latter part of September and the Grande Ronde river always raises subsequent to this action, consequently something should be done at once with this work. I would

suggest you advise the surety company of the failure of the Sloane Construction Company to do this work and call upon them to perform same. In all probability the surety company will force some action from the Sloane Construction Company before they would do the work themselves. In all events I believe it is up to us to take a definite stand in view of the notice to them and their refusal to take any action in the long period past. Unless the work is done this fall it will have to be carried over until July next year. This will be a year over the time of completion of contract and we might not be able to hold the surety and in the meantime we would probably get into trouble with the railroad company.

Yours sincerely,

R. H. BALDOCK,
Division Engineer.

RHB M

CC to Mr. Downes

JAMES H. NICHOLS
BLAINE HALLOCK
JAMES T. DONALD

LAW OFFICES
NICHOLS, HALLOCK & DONALD
SUITE 201 SOMMER BLDG.
BAKER, OREGON

August 7th, 1924.

J.M. Devers, Esq.,

Asst. Attorney General,

Salem, Ore.

Dear Sir:

We learn today from Chairman Duby of the State Highway Commission that you have been requested to prepare an opinion respecting the obligation of Sloan Construction Company to remove from Grand Ronde River certain rock which was deposited there as a result of a blast set off by a subcontractor of that company, when securing rock to be crushed and spread upon the state highway.

We are addressing you in behalf of the Sloan Construction Company and this letter is written as a result of the conversation between the writer and Judge Duby this morning, in which the Judge expressed himself as agreeable to our presenting to you our views in the premises.

As we understand the facts, the Sloan Construction Company took a contract with the State Highway Commission to surface with crushed rock a portion of the highway near the point where the overbreak occurred and that this contract involved nothing more than furnishing and spreading this material. It seems that the Construction Company sublet the work and that a sub-contractor actually did the shooting which caused the rock to be dislodged and deposited in the river. It is further our understanding that the presence of this rock in the river has damaged or threatened to damage the O.W.R.&.N.Co's railroad grade on the other side of the river and that the Railroad Company demanded of the Highway Commission that this material be removed, whereupon the Commission in turn, acting through Mr. Baldock, demanded of the Construction Company that it accomplish the work of removal, and declined to pay the Construction Company until this work had been completed.

We are further advised that in order to secure retained moneys the Construction Company undertook and in fact, performed a substantial part of this work, to a cost of some $6,000.00, but that there is still some rock in the river which the Highway

Commission demands shall be removed, and that the Construction Company is also required to rip-rap the Railway Company's embankment. It was our plan to present to the Commission the position and attitude of the Sloan Construction Company relative to this matter, but as a result of our meeting with Judge Duby here today, we have all agreed that the better plan would be to submit our position to you, so that it will be before you when your opinion is rendered. Judge Duby advises that he will no doubt receive your opinion very shortly and that this is, therefore, an opportune time to get our views before you.

We realize that under the captions, "Damage to Work or Property and Injury to Person" on page 4 of the contract and "Liability of Contractor for Damage to Railway and like Properties" on page 5, the Sloan Construction Company expressly agrees to indemnify the State, the Highway Commission and its officers from all suits or actions of every nature and description, brought for or on account of any injuries or damages received or sustained by any person or persons by or from the contractor or his servants or agents, and that the contractor shall be wholly and directly responsible to the owners and operators of any property which may be damaged and that he will be responsible for any injury, expense, loss, inconvenience or delay which may result from the carrying out of the work to be done on the contract. We are likewise acquainted with the fact that under the caption "Subletting" appearing on p. 3 of the contract, it is provided "that the sub-letting of any or all of the work will in no way relieve the contractor of any responsibility under his contract".

This, then, leads us to a consideration of two controlling questions. One is, did the contractor or his servants or agents perform the act resulting in the alleged damage, and, two, was the rock dislodged and deposited in the river "in connection with the work covered by the contract" or did it in any way "result from the carrying out of the work to be done under the contract"?.

As we view it, these questions may both be answered quite positively and with no particular difficulty.

Under the principle of agency, the doctrine of master and servant, and the law of independent contractor, the shooting was not the act of the Sloan Construction Company nor was the contractor in any sense an agent or servant of that company. He was acting entirely as an independent contractor and was not, in any sense contemplated by the law of agency, subject to direction or control by the Sloan Construction Company, and did not at any time act as the servant or agent of that company. We have called attention to the fact that the contract provides that the subletting of the work will in no way relieve the contractor of any liability under his contract, and we would not ask that the Sloan Construction Company be relieved of any such obligation. The thing we are endeavoring to determine is, what liability did the Sloan Construction Company, as distinguished from some independent contractor, assume when it took this contract?. We find the document itself answering this question.

Under the contract with the State Highway Commission the Sloan Construction Company undertook to furnish and spread crushed rock upon the grade. It did not undertake or agree to manufacture such crushed rock. As far as the Highway Commission was concerned, the Construction Company might have manufactured surfacing material or might have purchased it already manufactured. The Construction Company could have shipped it in by rail from a great distance or it might have manufactured it over against the hill some miles away from the highway. It might have undertaken the purchase or manufacture of this material directly on its own account or through independent contractors. The important thing to keep in mind is that it did not agree to purchase or manufacture this material. It did agree to furnish it and spread it. If we give this aspect of the case a little thought we are bound to arrive at the conclusion that for the purpose of this inquiry it is immaterial whether the Sloan Construction Company performed the work under the contract itself or accomplished such performance through subcontractors. The important point is that it only agreed to furnish and spread a particular kind of material and did not agree to manufacture it.

Let us suppose that the Sloan Construction Company, having taken a contract with the State of Oregon to furnish and spread crushed rock over a certain strip of highway , saw fit to purchase such crushed rock from a crushing plant located many miles away from the point where the material was to be spread, and let us suppose that the person engaged in the manufacture of such product was guilty of negligence to the extent of setting off a blast which resulted in damage to adjacent property. Could it be said that the State Highway Commission or the Sloan Construction Company or the latter's bondsmen were in any way responsible for such damage ? To ask the question is to answer it in the negative.

Now, suppose that the Sloan Construction Company, instead of subletting the work of shooting and manufacture of this crushed rock, had undertaken to perform this work itself and had selected a pit some miles away from the highway where this rock was to be crushed and manufactured into road surfacing material. Under the contract which requires merely the furnishing and spreading of the material, could it be said that the State Highway Commission would be in any wise interested inthe manner in which the rock was blasted and crushed at this distant point? To ask this question is again to answer it in the negative. If the Sloan Construction Company in that operation caused a damage to some third person, obviously that third person would have a right of action against the Construction Company, not because of any work which the Construction Company had undertaken to perform for the State Highway Commission, that being limited to furnishing and spreading crushed rock, but because of the manner in which the Sloan Construction Company might have carried on its blasting operations which were quite independent of its contract with the State.

Suppose in that situation the third party who had been damaged by the Sloan Construction Company, made a demand upon the State Highway Commission to repair such damage; would not the Commission without any hesitancy promptly notify such third person that since such work was not covered by the contract in any manner, the demand should be mad e directly against the individual responsible for the negligence and not against the Highway Commission?

Let us take the case of a general contractor who undertakes to do certain grading work and to build wooden bridges, place concrete headers and install culverts. If the contractor in doing such work, building such bridges, constructing such headers or placing such culvert, is guilty of negligence as a result of which some third person is damaged, it is very apparent that under the contract a demand could be made upon the Highway Commission and the latter in turn could demand and receive from the general contractor and could hold out of any moneys earned by him a sum sufficient to indemnify the Commission. But suppose that instead of performing some part of the work actually covered by the contract in a negligent manner resulting in damage, a subcontractor or, for that matter, the general contractor in securing gravel for the manufacture of concrete at a point miles away from the highway, or in cutting timber in a sawmill at some distant point, to be used in the manufacture of the bridges, or in transporting lumber to be used in the construction of the forms for the headers, is guilty of some negligence in connection with the manufacture of those products, could the injured third person make demand upon the State Highway Commission for damages and could the latter respond to such demand and charge the expense thereof against the account of the general contractor? We again submit that to ask the question is to answer it in the negative.

It seems to us that this proposition is very clear. The contract covers the furnishing and spreading of this surface material. Anything which the contractor does in connection with his obligation under the contract he must answer for in accordance with the contract provisions above referred to. On the other hand, anything which he or any subcontractor under him may do in connection with a totally independent operation, has no relation to the contract and would not entitle the Highway Commission to employ the practice of holding back retained moneys to satisfy some third person who may claim to have been damaged.

If the Sloan Construction Company had taken a contract with the Highway Commission to build certain concrete bridges and in building those bridges, had obstructed the channel of a river, causing damage to a third person, it seems clear to us that the Commission could invoke the remedies provided in the sections of the contract above referred to. On the other hand, if the Sloan Construction Company, in securing the gravel with which to make the concrete for these bridges, had

located a pit which happened to be close to a railroad grade, and in dislodging the gravel from this pit had brought down a substantial quantity upon the grade, so as to damage it, and to delay the movement of trains, or so as to destroy bridges or culverts or the like, would anyone contend that in the process of securing this gravel the Construction Company was performing work under its contract with the State to the extent of allowing the State to respond to a damage claim asserted by such railroad company and to hold out in satisfaction of such demand moneys earned by the Construction Company? This question must obviously be answered in the negative. To hold that under such a state of facts the Highway Commission could employ the remedy which it has invoked in this case, would be equivalent to holding that any damage occasioned by the act of any person in the production of any commodity which ultimately found its way into the highway, would give rise to a right on behalf of the Commission to respond to a claim asserted by the person so damaged and to hold out against the contractor money earned by him but diverted to the payment of such damage claim.

Under these highway contracts the general contractor is required to respect the eight hour day law and the Highway Commission sees that he does respect it. In the instant case the Sloan Construction Company could not work its men in spreading this crushed rock, that being the work provided by the contract, for a longer period than allowed by law, but the Construction Company or its sub-contractors could, insofar as the State Highway Commission is concerned, pay no attention whatever to the eight hour day law in connection with the manufacture of any of the material which ultimately goes into the highway construction. If a general contractor undertakes to build a bridge on the highway, he must do so according to the terms of the contract, must observe the eight hour law and all other provisions dealing with the manner in which the work is to be done. But in manufacturing the lumber out of which this bridge is to be constructed, he is not at all concerned with any of those considerations, nor is the Commission. If in manufacturing this lumber at the sawmill, whether by the general contractor, a sub-contractor or some total stranger to the contract, a body of timber is set on fire and destroyed and some third person is damaged thereby, that person would have his recourse against the individual responsible for the damage, but obviously he could not assert a claim against the State Highway Commission, nor could the Commission

recognize such claim if asserted, to the extent of holding out moneys earned by the general contractor. The same thing applies with equal force to the instant case. If the Sloan Construction Company in connection with spreading this surface material , has damaged property and a damage claim is asserted, it seems to us that there can be no question about the right of the Commission to hold out of the moneys earned by the contractor a sum sufficient to reasonably compensate the third person so damaged. On the other hand, if the Sloan Construction Company or anyone else in manufacturing a product to be ultimately incorporated into the highway, but the manufacture of which is in no wise covered by the contract, is guilty of some act resulting in damage, a third person should have a right of action against the individual responsible for the damage and most certainly could not assert against the Highway Commission any claim which the latter would be required by law to recognize, from which it follows with equal force that the Highway Commission cannot voluntarily respond to such a claim and hold out in satisfaction of the same moneys earned by the general contractor in connection with work, the performance of which did not result in the damage complained of.

We have gone into this matter at considerable length, using many illustrations to make our point, realizing as we do, that since neither the State of Oregon nor any of its agents can be sued, the Sloan Construction Company must rely entirely upon the Commission's sense of justice and fair play. Unfortunately for the Construction Company, it performed the bulk of the work of removing this rock before undertaking any very careful analysis of its position and seemingly, all parties concerned, without going very deeply into the question, assumed that the provisions of the contract above referred to, governed a situation of this kind, and the Construction Company was obligated as a matter of law to perform this work. As we view it, the Highway Commission could very properly have declined to interfere between the real parties in interest, allowing the Railroad Company, if it saw fit, to recover from the party directly responsible such damages, if any, as it may have sustained.

If the Highway Commission, as a matter of law, is required to respond to this damage claim, then with equal force it can be argued that it must respond to a damage claim asserted by an employe of the United States Steel Corporation, who may have been injured while manufacturing steel girders ultimately incorporated by a

general contractor into a bridge forming a part of a state highway. The corollary to this proposition is that if the State Highway Commission is not required to respond to such a demand, then it should not be permitted nor would it desire to hold out of the moneys earned by the Sloan Construction Company any sum whatever on account of any such claim. We are very earnestly of the opinion that the Commission should not only decline to make any further demand upon the Sloan Construction Company in connection with this matter, but should in all fairness arrange to compensate that company for the work already performed by it in connection with the removal of this rock from the river.

We were indeed glad to learn that this matter had been referred to you by the Commission for an opinion and we feel and have assured our clients that in advising the Commission, we are confident that their position will be fully and fairly considered by you, and we are submitting this memorandum in the hope that it may prove of some value to you in arriving at your conclusions and in submitting your opinion to the Commission. We have prepared a copy of this communication for Judge Duby.

With personal regards, we are,

BH:FHM

Yours very truly,

NICHOLS, HALLOCK & DONALD,

By-

July 21, 1924.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

After reading over your letter of July 17, relative to controversy with the Sloane Construction Company in the matter of removal of rock from the Grande Ronde River channel near Rhinehart, I do not see any reason why we should furnish this company with copies of the correspondence. It is not apparent that our interdepartment correspondence has any bearing on their part of the controversy.

If they doubt the protests which have been raised by the railroad company or the local residents against the blocking of this channel, I think it would be perfectly proper to show them these letters, but I am unable to see any advantage either to them or to ourselves in an examination of or copies of our department correspondence.

I am returning the file complete and also a copy of a letter which I am writing today to the Sloane Construction Company calling upon them to complete this work at once without further delay. Please follow this up and if the work is not done within the time limits, please advise.

Very truly yours,

State Highway Engineer.

RAK:HI

29-8.0

July 21, 1924.

Sloane Construction Company,
Baker, Oregon.

Gentlemen:

The matter of the removal of rock over shot into the Grande Ronde River at your quarry near Whitehart has been the subject of considerable correspondence directed to you by our Division Engineer at La Grande and he has not been able to secure from you a definite statement of your plans and purposes.

The railroad company has insisted that the rock be removed from the river channel and the north bank riprapped where scour has occurred because of the presence of rock in the channel in order to prevent a washout of their tracks during periods of extreme high water. Local residents have complained also that the rock in the river channel will raise the water level and flood their farms in the high water period. At the present time the water is at an extremely low level which is advantageous for this work and we must insist that it be completed at once without further delay, to the satisfaction of our Division Engineer and the railroad company's engineers.

If the work of removal of the rock is not begun within the next ten days I shall feel it necessary to make a demand on the surety company on your bond to take over the work and carry it through to completion. If they fail to take action it will be necessary to proceed to do the work with our own forces and charge up the cost against the retained percentage now being held against your contract.

The portion remaining to be done is not large and we would very much prefer to have you complete the job in a workmanlike manner to the satisfaction of all rather than have to deal with the surety company or do the work ourselves, but your evasiveness and inaction in the matter makes it necessary to have something definite at once.

Very truly yours,

State Highway Engineer.

BAK:LM
cc. R. H. Baldock, Division Engineer, La Grande, Oregon.

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MAC[illegible]E, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
July 17, 1924.

31 ND-1
Letter file.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

JUL 19 1924

Dear Sir:

Herewith copies of correspondence in regard to removing rock from the Grande Ronde River at Rhinehart at a point opposite the quarry of the Sloane Construction Company, who held the contract for surfacing Unit #2, Island City - Elgin section of the La Grande - Wallowa Lake Highway, in Union County.

The contractors overshot the quarry and filled up the river channel with rock. I have correspondence from both the railroad company and farmers protesting this action. The railroad company contends that the rock constricts the river channel and has caused erosion of the bank near the railroad, and wish to have sufficient rock removed to give channel room, and that rip rap be placed at the point washed out by stream action subsequent to the shot. The farmers contend that the rock raised the elevation of the river bed and during high water their farms are flooded. It seems that the farmers have been intending to lower the river channel at this point to prevent it from flooding the lands above. The presence of this rock in the river makes this operation all the more difficult.

The Sloane Construction Company have removed about 60 of the rock that was in the river channel, but there is still enough left to cause considerable trouble, and they have never placed the rip rap on the railroad side. In my judgment there is [illegible] 1500 or 2500 of work to be done here. I have advised this company repeatedly to do this work but they have ignored my letters.

Yesterday one of the Sloane brothers called at this office and asked for the correspondence relative to removing the rock. I was not in at the time but it was [illegible]

FORM
BAKER, CHAIRMAN
, PORTLAND
E, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

tioned as to his plans for doing the work and he stated they intended to do the work as soon some of their men who had been injured were able to return to work. Their replies were very evasive.

Several times they have intimated that they would not be locally held to clear the river channel or do the riprapping, and it occurs to me that they may be considering the possibility of resisting our action of forcing them to remove this rock, consequently, before turning over the correspondence to them am sending it to you to examine, and if you think we should furnish them with these letters will do so, but wish to have your advice before proceeding further.

In view of their evasive actions, and on account of the insistence of the railroad company that this work be done, and the necessity of it being done within the next two months while the water is low, I believe it would be good policy to notify their surety of their failure to do the work, advising the surety that unless the Greene Construction Company proceed with the work within the next ten days, that the Highway Commission will call upon the surety to do the work. In all events we should force this matter to a head in the very near future. I would appreciate your advice.

Very truly yours,

R O Eckhardt

Division Engineer.

Encls.

PP-50

OREGON STATE HIGHWAY COMMISSION

La Grande, Oregon,
July 10, 1924.

Sloans Construction Company,
Baker,
Oregon.

31 PD-1
KR File 74-14-Q

file

Dear Sirs:

I passed over the section between La Grande and Elgin yesterday and noted that you have made no start towards removing the rock in the Grande Ronde River at Shimshart.

Please be advised that this condition is becoming a serious matter. I have repeatedly called this to your attention but you have failed to answer my letters. Unless I receive a reply from you at once I will recommend to Mr. Klein that the matter be referred to your surety and that they be requested to do this work. I trust that such drastic action will not be necessary and that I will hear from you within the next few days.

Very truly yours,

R H Baldock
Division Engineer

RHB V

cc Mr. Klein.
cc Mr. S. Murray.

FORM 2 21956 SM-7-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. B[illegible]UZER, PORTLAND
-W. H[illegible]LOME, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
June 13, 1924.

PR #80

31 ID-1
Rock in River.

JUN 16 1924

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

NOTED
R.A.K.

Dear Sir:

In reply to your communication of the 11th in regard to final payment on contract 580, advise that I am not ready as yet to order release of this retained percentage.

The Sloane Construction Company, contractors on this job have not removed the rock in the river to the satisfaction of the railroad company, and I have a petition from some of the farmers in the Grande Ronde Valley complaining of this obstruction, consequently I do not think it best to pay this money to the contractors until we have the written approval of the railroad company. If this is done to the satisfaction of the railroad company I do not believe the farmers or any one else will have any complaint.

I have written the Sloane Construction but they have not replied. If they do not remove this obstruction within the next thirty days I believe it will be best for the State to take the money and proceed with the work. I will not take any drastic action in this regard, however, until I have the consent of Mr. Klein.

Very truly yours,

R A Bucknell

Division Engineer.

RWB:V

La Grande, Oregon,
June 13, 1924.

Sloane Construction Company,
414 Columbia Building,
Spokane, Washington.

Our File 31 FD-1
NR File 74-14-Q.

JUN 16 1924

Dear Sirs:

This is about the third letter I have written you in regard to your plans for removing the rock from the river at Rhinehart, near NR mile post 17.

The railroad company and the farmers in this vicinity are becoming very anxious in regard to this matter and I would appreciate a reply from you immediately in regard to this matter.

Very truly yours,

R. H. Baldwin

Division Engineer.

HHB V

cc S. Murray.

cc Roy A. Klein.

PR #80

June 11th, 1924.

Mr. R. H. Baldock,
Division Engineer.
La Grande, Oregon.

Dear Sir:

This is to advise that we are ready to make final payment to the Sloane Construction Company for work performed under Contract No. 580, as soon as you are ready to order the release of this payment.

You will recall that you requested us to withhold final payment until the contractor has completed the removal of rock from the channel of the stream adjacent to his quarry, and until he has provided proper protection for the railroad tracks on the opposite side of the stream.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer

SHP:TW

FORM 2 22782 10M-2-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
[illegible], 1924.

RECEIVED
MAR 13 1924

31 DD-1
Re: Final.

[illegible]

[illegible]

Dear Sir:

By express I am sending the final records on the Island City-Elgin Grade Sec. Unit "A, I. H. No. - Willowa Lake Highway, in Union County, to be held by the Sloane Construction Company of Salem. The final estimate is inclosed herewith.

You will see that the total payments amount to $70,432.07. If this is correct there should be deducted $2,000 for lump sum [illegible] on bid, leaving $70,432.07.

You should have on hand a penalty on this job, and in order to [illegible] would appreciate your sending the original check at once to this construction.

The contractors have not completed planting the river channel to the satisfaction of the railroad company. I believe this should be done before they are released. They have ceased operations temporarily until the high water is over and will probably start in again in about two weeks.

I would [illegible] but time does not permit of [illegible] I am writing the [illegible] final estimate to [illegible] their plants in the Grande Ronde river.

As soon as I receive the engineering forms will make a recommendation to the engineering penalty, and as soon as the contractors have received release from railroad company, the matter will be closed and I will advise you so.

Very truly yours,

R. H. Baldock

[illegible] Engineer.

[illegible]
Encls.

S.F. #80

La Grande, Oregon,
April 14, 1924.

Sloane Construction Company,
Elgin, Oregon.

31 FD-1
RR File 74-14-Q

Dear Sirs:

I am inclosing herewith copy of letter from Mr. S. Murray, Assistant Chief Engineer of the Oregon - Washington Railroad and Navigation Company, relative to removal of rock from channel of Grande Ronde River near Mile Post 17 on the Joseph Branch, and protection of the river bank to prevent further erosion from [redacted] action.

This is to advise that in conformity with my letter to you in this regard you will be required to clear the channel and rip rap the river bank to the satisfaction of the railroad company before we will release the retained percentage held by us. This action is in conformity with the Specifications and Contract Agreement for State Highway Construction, under the headings "Damage to Work or Property and Injury to Person" on page 4, and "Responsibility of Contractor for Damage to Railway and Like Properties" on page 5.

I trust you will see fit to give this matter your immediate attention in that the work may be consumated to the entire satisfaction of all concerned and final payment be made to you. Please advise this office when you consider you have complied with the requirements outlined in Mr. Murray's letter so that an inspection of the work may be made.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

cc Mr. S. Murray.
cc Mr. Roy A. Klein.
cc Mr. P. S. Greenwood.

S.H.P.

FORM 3010

STANDARD
1-20-5000

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

74-14-Q

S. MURRAY,
ASSISTANT CHIEF ENGINEER

PR #80

83 SIXTH STREET
PORTLAND, OREGON

April 7, 1924

Mr. R. L. Baldock,
Division Highway Engineer,
La Grande, Oregon.

NOTED
R.A.K.

Dear Sir:

Reference your letter March 26th, file 31 PD-1, asking for inspection of the work being performed by the Sloane Construction Company in removing rock from the Grand Ronde River in the vicinity of Rinehart near Mile Post 17 on the Joseph Branch:

In company with Division Engineer, a representative of this office inspected the work on April 3rd. The Engineers, from this inspection, roughly estimate that there were probably 1500 cubic yards of rock and debris remaining within the channel of the river which should be removed before we could consider the cross-section area even approximately what it was prior to the time the material was deposited. Some of the material is still visible above the water surface near the middle of the channel. The river bank on the track side has also washed out to some extent due to rock deposit and should be protected by the Contractor to prevent further erosion.

In brief, the work has not at the present writing been completed to our satisfaction. In this connection, I call your attention to your letter to me under date of February 19th, reading in part as follows:

> "I advised him (the Contractor) that he would not be released from his contract until we had written assurance from your office that the work had been done to your satisfaction."

I trust that you will continue to hold to this plan and not make a settlement with the contractor until we can consider the work reasonably completed, and at the same time urge the contractor to expedite the work as much as he can.

We will be glad to inspect the work again at any time.

Yours truly,

S. Murray

CC: Mr. Roy A. Klein,
State Highway Engr.,
Salem, Oregon.
Mr. F. N. Finch
Mr. W. Bollone

PD-70

FORM 2 53752 (M-6-24)

WILLIAM DUBY, SALEM, CHAIRMAN
H. S. [illegible]ZER, PORTLAND
W. H. D'ALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
March 26, 1924.

31 PD-1

[illegible] MAR 26 [illegible]

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert

NOTED
R.A.K.

Dear Sir:

Robert Sloane of the Sloane Construction Company, contractors on the surfacing of Unit #2, Island City-Elgin section of the La Grande - Wallowa Lake Highway in Union county, was in this morning, and in the conversation he exposed his hand in manner I have been expecting. In other words, he takes the attitude that he should not be held responsible for filling the Grande Ronde River with rock at his crusher set-up, and that he will present a claim for additional compensation by reason of being required to remove the rock from the river bed.

I advised him that our contract fully protected us and that if he presented any such claim I would not approve it. He also requested that his retained percentage be released which I also refused to do because we are holding that in order to protect ourselves on the removal of the rock from the river. He stated that the rock would be out to our satisfaction within ten days. I advised him that I would notify the Railroad Company and if the work was satisfactory to them the retained percentage would be released. However, I stated that we would not make this release until his work was finished, including removing rock from river.

Mr. Sloane also asked to be released from any engineering penalty, which request I also refused to approve.

I am mentioning these matters to you at this time so you will be advised of the situation should this company endeavor to take up the matter through the Salem office.

Very truly yours,

R. H. Baldock

Division Engineer.

pwp y

La Grande, Oregon,
March 26, 1924.

Mr. S. Murray,
Assistant Chief Engineer,
O. W. R. & N. Co.,
Portland, Oregon.

51 PD-1
Your File 74-14-Q

MAR 28 1924
STATE

Dear Sir:

This is to advise that in about ten days from date the Sloane Construction Company will complete the job of removing rock from the Grande Ronde River, in the vicinity of Rhinehart, near Mile Post 17 on the Joseph Branch.

Please have one of your men inspect this work and and advise me in writing if it is satisfactory.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

cc S. H. Probert.

La Grande, Oregon,
January 28, 1924.

31 FD-1
Rock in River.

74-14-C

RECEIVED
JAN 29 1924
STATE HIGHWAY COMMISSION
OREGON

NOTED
R.A.K.

Sloane Construction Co.,
Elgin, Oregon.

PR #80

Dear Sirs:

From the way your work is progressing you will not be able to clear the river channel before the spring floods, consequently I will expect you to transfer one drag line and put sufficient rock along the railroad embankment to prevent scour.

If you do not do this it will be necessary to recommend to the Highway Commission at their next meeting that we proceed to take over part of your equipment and perform the work ourselves, charging you with the cost of removing the rock. I would suggest you give this your immediate attention.

I am sending this letter by Mr. I. I. Bassy, Inspector, and would appreciate a reply to day.

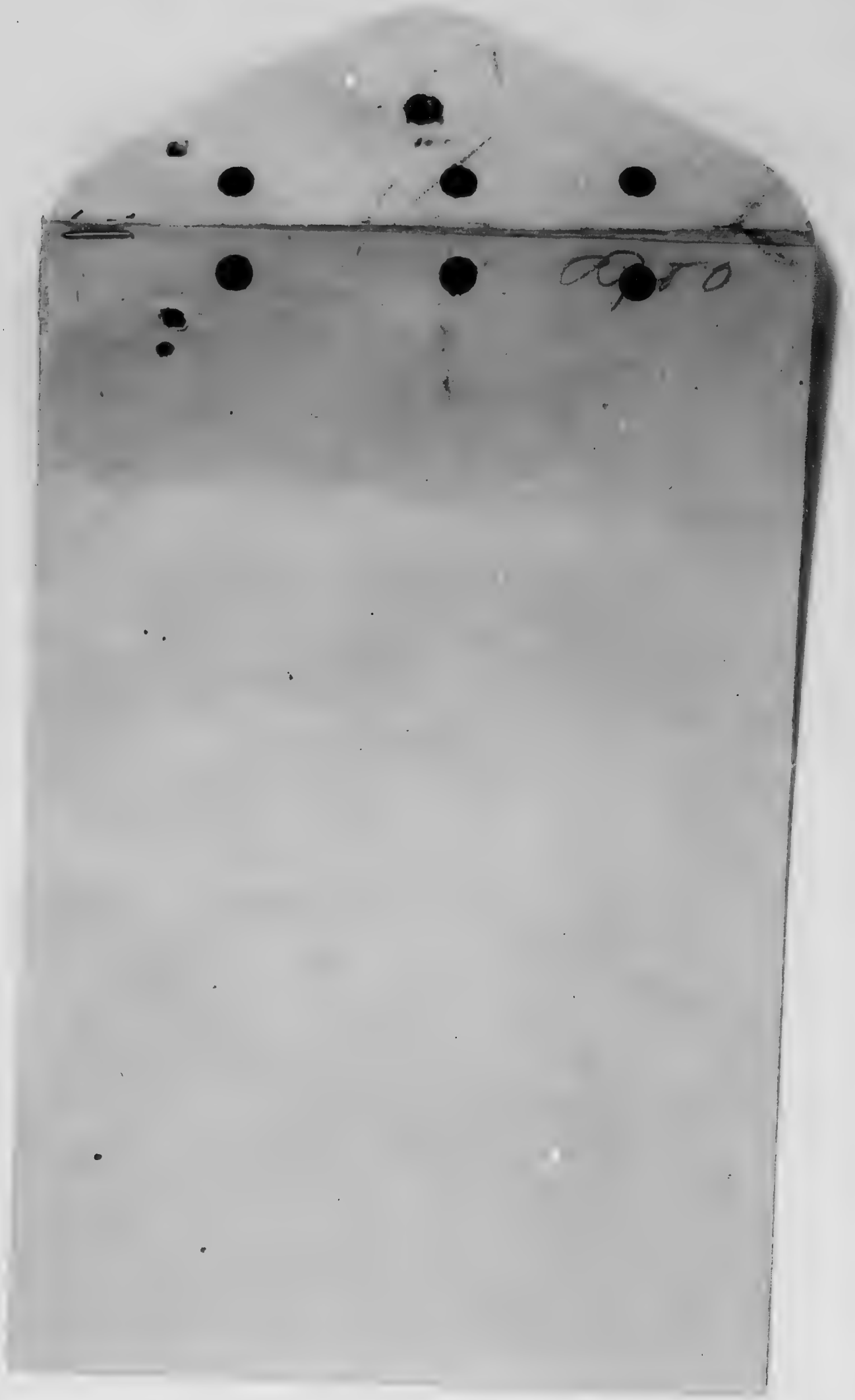
Very truly yours,

R.A. Ballou

Division Engineer.

Sloane

RAB/R



attach to file
Sloane Const Co
Contract Unit # 2
Island City Elgin
surfacing.

PG-80

October 14, 1926.

Mr. Jesse Crum,
Attorney at Law,
City Hall,
Elgin, Oregon.

Dear Sir:

Herewith enclosed please find certified copy of contract which was awarded to the SloaneConstruction Company for surfacing Unit No. 2, Island City-Elgin Section of the La Grande-Wallowa Lake Highway. This is in response to your request of the 10th inst.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

Encl.

JESSE CRUM
LAWYER
CITY HALL
ELGIN, OREGON

October 10th. 1924.

RECEIVED
OCT 11 1924
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission

Roy A. Klein, Secy.

Salem,

Oregon.

Dear Sir;-

Will you please furnish me with a certified copy of the contract made with the Sloan Construction Company, of Spokane, Wn. for the surfacing of Unit No. 2 of the Island City Elgin section of the LaGrande- Joseph highway, in Union County, Oregon.

Also, would like a copy of the bond of this company for the purpose of protecting all labor and material claims which was furnished in connect with the above contract.

I would thank you for your early attention to this matter and you statement for services in connection therewith will be promptly remitted upon receipt thereof.

Thanking you, I am

Yours very truly,

Jesse Crum

Union County #580

ANSWERED
H B, G

July 26, 1924.

FI 80

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Gentlemen:

In accordance with your request of the 24th inst., we are enclosing herewith four copies of special price for sub-base surfacing on Unit 2 of the Island City-Elgin Section of Federal Aid Project No. 80.

The item of pay haul was paid for at 25¢ per yard mile in accordance with the price given in the special provisions under the item of filler.

Yours very truly,

ROY A. KLEIN,
State Highway Engineer,

By

Office Engineer.

(Dict. by J. W. De Sousa / HI)

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

July 24, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Receipt is acknowledged of final voucher covering Oregon Federal Aid project #80, Island City-Elgin section of the La Grande-Enterprise Highway, 18.06 miles of crushed rock or gravel surfacing.

It is noted that payment is requested on 1,103 cu.yds. of sub-base surfacing on Unit 2 at $2.00 per cu.yd. Four copies of the supplemental agreement with the contractor covering this item should be forwarded with the voucher.

It is also noted that 8,345.5 yard miles of pay haul at 25¢ on Unit 1 and 11,626.5 yard miles of pay haul on Unit 2 at 25¢ are charged under contingencies. It is presumed this is actual cost of State operation on this project, but would like to have your assurance that this assumption is correct.

Yours very truly,
C. H. PURCELL, District Engineer,

By T. M. Davis
Acting

TELEGRAM

Spokane, Wash.,

June 20, 1923.

COPY

Mr. R. H. Baldock,

Division, Engineer,

State Highway Department,

La Grande, Oregon.

Dear Sir:-

In regard to sub-base surfacing on Unit Two, Elgin-Island City, Contract No. 580, we will furnish same in place for two ($2.00) dollars per cubic yard in place, providing that the haul is not in excess of two miles.

Trusting that this may be satisfactory to you, we remain,

Respectfully yours,

Sloane Construction Co.,

By (sgd) WILBUR B. SLOANE
Secretary.

POSTAL TELEGRAPH – COMMERCIAL CABLES

CLASS OF SERVICE DESIRED

FAST DAY TELEGRAM	
NIGHT TELEGRAM	
NIGHT LETTERGRAM	

THE SENDER MUST MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY TELEGRAM.

TELEGRAM

THE POSTAL TELEGRAPH CABLE COMPANY (INCORPORATED) TRANSMITS AND DELIVERS THIS MESSAGE SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE BACK OF THIS BLANK

RECEIVER'S NUMBER PR-80

CHECK

TIME FILED

SEND the following Telegram, subject to the terms on back hereof, which are hereby agreed to. Form 2

JULY 7, 1924

DEPONT AND COMPANY,
SEATTLE, WASHINGTON.

BONDING COMPANY FOR SLOANE CONSTRUCTION COMPANY ON ISLAND CITY JOB IS FIDELITY AND DEPOSIT COMPANY OF MARYLAND R E PINNEY AGENT GASCO BUILDING PORTLAND OREGON

H. B. GLAISYER

Collect

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

POSTAL TELEGRAPH – COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT

RECEIVED AT

[illegible] 101

TELEGRAM

DELIVERY NO. PR-80

This is a fast Telegram unless otherwise indicated by signs after the number of words: "Blue" (Day Letter) "N.L." (Night Letter) or "Nite" (Night Telegram) Form 16 DM

STANDARD TIME INDICATED ON THIS MESSAGE

3POH - 905 AM 16

Z SEATTLE WN JULY 7 1924

H B GLAISYER

CHIEF CLERK OREGON STATE HIGHWAY COMMISSION SALEM ORG

PLEASE TELEGRAPH COLLECT NAME AND ADDRESS BONDING COMPANY FOR

SLOANE CONSTRUCTION COMPANY ISLANDCITY ELGIN SECTION JOB.

DUPONT AND CO

ANSWERED
H B G

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

July 3, 1924.

Mr. T. E. Doremus, Manager,
E. I. de Pont de Nemours & Co.,
Hoge Building,
Seattle, Washington.

Dear Sir:

Receipt is acknowledged of your letter of the 1st inst. requesting information concerning the contract held by the Sloane Construction Company for the surfacing of Unit No. 2, Island City-Elgin Section Of the La Grande-Joseph Highway.

In reply will say that this contract is now complete and final notes are being checked over in this office. It is likely that the final payment will be made within the next two or three weeks. The amount paid to the contractor up to May 3rd, 1924, which was the date of the last payment, was $68,698.05. The retained percentage now being held in this office amounts to $4,000.00.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

DU PONT
ESTABLISHED 1802

E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED
HOGE BUILDING
SEATTLE, WASHINGTON

EXPLOSIVES DEPARTMENT

July 1, 1924.

RECEIVED
JUL 2 1924
COMMISSION

#580

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen: Sloane Construction Company, Spokane, Wash., Contract #580 Oregon State Highway Unit #2 Island City-Elgin Sec. LaGrande-Joseph Highway.

We would appreciate it very much if you would advise us the approximate date when the Sloane Construction Company will complete their work on the above contract. We would also thank you to advise us the amount of retained percentage now being held to insure the payment of material and labor on this work.

This contracting firm is owing us quite a large amount for material furnished on the above contract and any information that you can give us as to an approximate date the work will be completed and the amount of retained percentage now being held by the State certainly will be appreciated.

Yours very truly,

O K H

ANSWERED
H B O

F. E. Loomis
MANAGER

FAF:O

Est. June 13-14-4 = $68,698.03-
Retained percent. = $ 4,000.00
Final estimate is now being checked & this and final payment will be forwarded.

009-80

Sept. 25, 1924.

Mr. Sam K. Kozer,
Secretary of State,
B u i l d i n g.

Dear Sir:

Receipt is hereby acknowledged of your letter of the 22nd instant, enclosing three copies of a notice of a claim of the E. I. du Pont de Nemours Company against the Sloane Construction Company in amount of $2,233.58.

Complying with your request, we are today forwarding copies of this notice to the contractor and surety on the bond.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:ER

009-50

Sept. 26, 1924.

Mr. Sam K. Kozer,
Secretary of State,
B u i l d i n g.

Dear Sir:

Receipt is hereby acknowledged of your letter of the 22nd instant, enclosing three copies of a notice of a claim of the E. I. du Pont de Nemours Company against the Sloane Construction Company in amount of $2,233.58.

Complying with your request, we are today forwarding copies of this notice to the contractor and surety on the bond.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:ER

Sept. 26, 1924.

Fidelity & Deposit Company of Maryland,
Casco Building,
Portland, Oregon.

Attention R. E. Pinney, Agent.

Dear Sir:

Herewith enclosed please find copy of a notice of claim of the E. I. du Pont de Nemours Company against the Sloane Construction Company in amount of $2,233.58, being for materials furnished. This copy is being mailed to you at the request of the Secretary of State as you appear as surety on the bond furnished by the Sloane Construction Company in this instance.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:ER

Enclosure

809-80

Sept. 26, 1924.

Sloane Construction Company,
210 Columbia Bldg.,
Spokane, Washington.

Gentlemen:

Herewith enclosed please find copy of a notice of claim of the E. I. du Pont de Nemours Company against yourselves in amount of $2,233.58, being for materials furnished to you in connection with your contract for the surfacing of Unit 2, Island City-Elgin Section. This copy is sent to you at the request of the Secretary of State.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:ER

Enclosure

SAM A. KOZER
SECRETARY OF STATE

C. N. LAUGHRIGE
DEPUTY SECRETARY

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

September 22, 1924.

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from E. I. du Pont de Nemours & Company, a corporation, and filed as of this date a notice of claim for materials furnished in the sum of $2233.58, together with interest thereon at 6% from April 14, 1923, against the Sloan Construction Company, and the bond and/or bonds taken from the Fidelity & Deposit Company of Maryland, as surety for the work done and performed upon that certain project known as Unit No. 2, Island City-Elgin Section of the La Grande Joseph Highway in Union County, Oregon.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

FILING DIVISION,

By M. J. Haas

P. S. The above notice was forwarded by Tyfe[illegible] & Findley, Attorneys, Colman Bldg., Seattle, Wash.

COPY

NOTICE OF CLAIM

TO:

THE SECRETARY OF STATE, STATE OF OREGON, SALEM OREGON; THE OREGON STATE HIGHWAY COMMISSION, SALEM OREGON; FIDELITY & DEPOSIT COMPANY OF MARYLAND, R. E. PINNEY, agent, GASCO BUILDING, PORTLAND OREGON; SLOANE CONSTRUCTION COMPANY, SPOKANE WASHINGTON.

Notice is hereby given that the undersigned, the E. I. du Pont de Nemours & Company, a corporation, has a claim in the sum of Twenty Two Hundred Thirty Three and 58/100 ($2233.58) Dollars, together with interest thereon at the rate of six per cent per annum from the 14th day of April, 1923, against Sloane Construction Company, and the bond and/or bonds taken from the Fidelity & Deposit Company of Maryland, as surety for the work done and performed upon that certain project known as Unit No. 2, Island City - Elgin Section of the La Grande Joseph Highway in Union County, Oregon.

The said claim is for materials consisting of explosives, blasting powder, fuses and similar material furnished to said Sloane Construction Company in the construction and surfacing of said Unit No. 2, Island City - Elgin Section of the La Grande - Joseph Highway in Union County, Oregon; that a statement of said materials so sold as aforesaid and the contract numbers under which said materials were so furnished by said claimant to the said Sloane Construction Company is more specifically set forth and described in the account hereto attached and made a part hereof, in which it is shown that said materials were of the value of Twenty Two Hundred Thirty Three and 58/100 ($2233.58) Dollars, no part of which has been paid and that said sum of $2233.58 is due and owing to this said claimant as above recited.

IN WITNESS WHEREOF, the said E. I. du Pont de Nemours & Company, a corporation, has set its hand and seal by its Manager thereunto duly authorized this 18th day of September, 1924.

E. I. DU PONT DE NEMOURS & COMPANY!

BY T. E. Doremus
Manager.

STATE OF WASHINGTON)
) SS
COUNTY OF KING)

T. E. DOREMUS, being first duly sworn, on oath deposes and says as follows: That he is the Manager of the Seattle office of E. I. du Pont de Nemours & Company, a corporation the claimant in the foregoing claim; that he has read the foregoing claim, knows the contents thereof and knows the facts therein stated to be true.

T. E. DOREMUS

Subscribed and sworn to before me
this 18th day of September, 1924.

Daniel B. Trefethen
Notary Public in and for the State
of Washington, residing at Seattle.

(Seal)

E. I. DU PONT DE NEMOURS & COMPANY
Incorporated
SEATTLE, WASH.

DU PONT

Explosives
Sold to SLOANE CONSTRUCTION COMPANY
Address SPOKANE - WASHINGTON
(Columbia Bldg.)
Customers Order No. Dated
Shipped from MARSHALL MAG.
Date shipped
F.O.B. Salesman BOSTICK

Terms 30 days net
From date of invoice
Shipped to SAME
Destination IMBLER-UNION COUNTY-ORE.
ISLAND CITY-ELGIN SECTION
Loc. work LA GRANDE JOSEPH HIGHWAY
B. O. UNIT #2 M.O.
via Car. int. & no.
Business CON Block SE-28

			Amount
No. 1369 April 14 1923			
3 - 1# Spools No. 20 connecting wire	30.90-10%+	25.70	1.61
Postage			.20
No. 1389 April 14 1923			
160 Ones - 8 000# Dupont straight 40% 1x8		15.13	1210.40
No. 1390 April 14 1923			
480 Kegs - Dupont black blasting powder RR		2.06	988.80
No. 1838 May 7 1923			
1 Coil-500Ft. #14 Duplex leading wire 19.5#			
	30.90-10%+	16.70	8.68
Postage			.44
Insurance			.05
No. 2171 May 19 1923			
150 - 20Ft. Dupont No. 6 Elec. Blstg. Caps		15.60	23.40
			2233.58

ENDORSED:
File No. 433
NOTICE OF CLAIM
Filed September 22, 1924, SAM A. KOZER, Secretary of State.

COPY OF COPIES OF LETTERS

DU PONT July 8th, 1924.

TO THE

Oregon State Highway Commission,

Salem, Oregon.

You are hereby authorized to pay to E. I. du Pont de Nemours & Company, Inc., twenty two hundred thirty three dollars and fifty eight cents ($2233.58) out of retained percentage due us for work performed on the surfacing of Unit No. 2 Island City, - Elgin Section of the La Grande - Joseph Highway in Union County, Oregon. This order is given on account of explosives furnished to us, and used on the above named work.

This is an order against the retained percentage only and is not to be interpreted as an order against money due us on our monthly estimates.

SLOAN CONSTRUCTION COMPANY,

By (sgd) Robt. A. Sloane, Treas.

DU PONT. July 8th, 1924.

To the

State Treasurer of Oregon,

Salem, Oregon.

You are hereby authorized to pay E. I. du Pont de Nemours & Company, Inc. twenty two hundred thirty three dollars and fifty eight cents ($2233.58) out of retained percentage due us for work performed on the surfacing of Unit No. 2 Island City - Elgin Section of the La Grande - Joseph Highway in Union County, Oregon. This order is given on account of explosives furnished to us, and used on the above named work,

This is an order against the retained percentage only and is not to be interpreted as an order against money due us on our monthly estimates.

SLOAN CONSTRUCTION COMPANY,

BY (sgd) Robt. Sloane, Treas.

September 22, 1924.

Trefethen & Findley,
Attorneys at Law,
Colman Building,
Seattle, Washington.

Gentlemen:

We wish to acknowledge receipt of your letter of the 22nd inst, enclosing copy of notice of the claim of E. I. du Pont de Nemours Powder Company in amount $2,235.58 against the Sloane Construction Company in connection withtheir contract for the surfacing of Unit No. 2, Island City-Elgin Section, and also enclosing a copy of a letter written July 8th, 192. and addressed to the State Treasurer of Oregon and one to the Oregon State Highway Department.

From the evidence at hand it appears that the Sloane Construction Company are desirous of settling their account with the E. I. du Pont De Nemours Powder Company; however, their orders are not in proper form for us to follow out. In the first instance we do not seem to have [redacted] their letter of July 8th, 1924, addressed to the Highway Commission. Even if we did hate such letter it would be necessary for them to execute another form for the reason that assignments would not be honored in this form by the Secretary of State if presented.

We are enclosing herewith copy of a letter we have written to the Sloane Construction Company concerning this contemplated assignment, which will give you a few more points in connection with it. Suffice to say at the present time that we cannot honor this assignment until it has been properly presented to the State Highway Commission for action.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM
Encls.

...TREFETHEN HOWARD M. FINDLEY

LAW OFFICES
OF
TREFETHEN & FINDLEY
COLMAN BUILDING
SEATTLE

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed please find an order of the Sloane Construction Company directed to your commission, and also one to the State Treasurer of Oregon authorizing the payment to my client E. I. du Pont de Nemours & Co. in the sum of $2233.58 out of the retained percentage due the Sloane Construction Co. for work performed on the surfacing Unit No. 2, Island City - Elgin Section of the La Grande - Joseph Highway in Union County, Oregon.

This order is a recognition of the claim which I am filing with you so that you may pay the same in due course.

Thanking you for your previous courtesies in other matters and hoping thatthis may be speedily concluded without great inconvenience to you, I am

Very truly,

TREFETHEN & FINDLEY,

BY Daniel B Trefethen

Seattle, Wash.,
Sept 19, 1924.

DU PONT.

July 8th, 1924.

To the

State Treasurer of Oregon,

Salem, Oregon.

You are hereby authorized to pay E. I du Pont de Nemours & Company, Inc. twenty two hundred thirty three dollars and fifty eight cents ($2233.58) out of retained percentage due us for work performed on the surfacing of Unit No. 2 Island City - Elgin Section of the LaGrande-Joseph Highway in Union County, Oregon. This order is given on account of explosives furnished to us, and used on the above named work,

This is an order against the retained percentage only and is not to be interpreted as an order against money due us on our monthly estimates.

SLOAN CONSTRUCTION COMPANY,

BY (sgd) Robt. Sloane, Treas.

DU PONT

July 8th, 1924.

TO THE

Oregon State Highway Commission,

Salem, Oregon.

You are hereby authorized to pay to E. I. du Pont de Nemours & Company, Inc., twenty two hundred thirty three dollars and fifty eight cents ($2233.58) out pf retained percentage due us for work performed on the surfacing of Unit No. 2 Island City, - Elgin Section of the LaGrande - Joseph Highway in Union County, Oregon. This order is given on account of explosives furnished to us, and used on the above named work.

This is an order against the retained percentage only and is not to be interpreted as an order against money due us on our monthly estimates.

SLOAN CONSTRUCTION COMPANY,

BY (sgd) Robt. A. Sloane, Treas.

NOTICE OF CLAIM.

TO:

THE SECRETARY OF STATE, STATE OF OREGON, SALEM OREGON; THE OREGON STATE HIGHWAY COMMISSION, SALEM OREGON; FIDELITY & DEPOSIT COMPANY OF MARYLAND, R. E. PINNEY, agent, GASCO BUILDING, PORTLAND OREGON; SLOANE CONSTRUCTION COMPANY, SPOKANE WASHINGTON.

Notice is hereby given that the undersigned, the E. I. du Pont de Nemours & Company, a corporation, has a claim in the sum of Twenty Two Hundred Thirty Three and 58/100 ($2233.58) Dollars, together with interest thereon at the rate of six per cent per annum from the 14th day of April, 1923, against Sloane Construction Company, and the bond and/or bonds taken from the Fidelity & Deposit Company of Maryland, as surety for the work done and performed upon that certain project known as Unit No. 2, Island City - Elgin Section of the La Grande Joseph Highway in Union County, Oregon.

The said claim is for materials consisting of explosives, blasting powder, fuses and similar material furnished to said Sloane Construction Company in the construction and surfacing of said Unit No. 2, Island City - Elgin Section of the La Grande - Joseph Highway in Union County, Oregon; that a statement of said materials so sold as aforesaid and the contract numbers under which said materials were so furnished by said claimant to the said Sloane Construction Company is more specifically set forth and described in the account hereto attached and made a part hereof, in which it is shown that said materials were of the value of Twenty Two Hundred Thirty Three and 58/100 ($2233.58) Dollars, no part of which has been paid and that said sum of $2233.58 is due and owing to this said claimant as above recited.

IN WITNESS WHEREOF, the said E. I. du Pont de Nemours & Company, a corporation, has set its hand and seal by its Manager thereunto duly authorized this 18th day of September, 1924.

E. I. DU PONT DE NEMOURS & COMPANY?

BY H E Doremus

Manager.

STATE OF WASHINGTON }
COUNTY OF KING } ss

T. E. DOREMUS, being first duly sworn, on oath deposes and says as follows: That he is the Manager of the Seattle office of E. I. du Pont de Nemours & Company, a corporation the claimant in the foregoing claim; that he has read the foregoing claim, knows the contents thereof and knows the facts therein stated to be true.

T. E. Doremus

Subscribed and sworn to before me this 18th day of September, 1924.

Notary Public in and for the State of Washington, residing at Seattle.

DU PONT

INCORPORATED

SEATTLE, WASH.

EXPLOSIVES

TERMS 30 DAYS NET FROM DATE OF INVOICE

SOLD TO SLOANE CONSTRUCTION COMPANY

SHIPPED TO SAME

ADDRESS SPOKANE - WASHINGTON

DESTINATION IMBLER-UNION COUNTY-ORE.

LOC. WORK ISLAND CITY-ELGIN SECTION LAGRANDE JOSEPH HIGHWAY

CUSTOMERS ORDER NO. DATED

S. O. UNITXX #2 P. O.

SHIPPED FROM MARSHALL MAG DATE SHIPPED VIA CAR INT. & NO.

F.O.B. SALESMAN BOSTICK BUSINESS CON BLOCK SE-25

		AMOUNT
NO. 1369 APRIL 14 1923		
3 - 1# SPOOLS NO. 20 CONNECTING WIRE	30.90-10%+25.70	1.61
POSTAGE		.20
NO. 1389 APRIL 14 1923		
160 ONES - 8 000# DUPONT STRAIGHT 40% 1X8	15.13	1210.40
NO. 1390 APRIL 14 1923		
480 KEGS - DUPONT BLACK BLASTING POWDER RR	2.06	988.80
NO. 1838 MAY 7 1923		
1 COIL-500FT.#14 DUPLEX LEADING WIRE 19.5#	30.90-10%+16.70	8.68
POSTAGE		.44
INSURANCE		005
NO. 2171 MAY 19 1923		
150 - 20FT. DUPONT NO. 6 ELEC. BLST&. CAPS	15.60	23.40
		2233.54

213-50

September 23, 1924.

Fidelity & Deposit Company of Maryland,
c/o R. E. Pinney, Agent,
Gasco Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that we have today received from Trefethen & Findley, lawyers of Seattle, Washington, their notice of the claim of E. I. du Pont de Nemours Company against the Sloane Construction Company in connection with their contract for the surfacing of Unit No. 2, Island City-Elgin Section. The amount of this claim is $2,233.58 with interest from April 14th, 1923, at 6 per cent, and is for powder and blasting supplies used in connection with this work.

This letter is written to you as you appear as surety on the bond furnished by the Sloane Construction Company in this instance.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

Seattle, Washington.

99-80

September 22, 1924.

Sloane Construction Company,
210 Columbia Building,
Spokane, Washington.

Gentlemen:

We have today received a letter from Trefethen & Findley, lawyers of Seattle, Washington, representing the E. I. du Pont de Nemours Company , in which they enclose a copy of notice of claim which has been filed in the office of the Secretary of State of the State of Oregon, against yourselves in amount $2,235.58, it being for powder and supplies furnished to you in connection with your contract for the surfacing of Unit No. 2, Island City-Elgin Section. There is also enclosed in their letter a copy of letter addressed to the State Treasurer of Oregon, dated July 8, 1924 and a copy of a letter addressed to the Oregon State Highway Commission, dated July 8, 1924, the wording of which letters are identical and to the effect that you authorize the payment of this claim to the du Pont Powder Company.

On account of the methods which are employed in keeping the records in this office, it will not be possible for us to make an assignment of a part of one voucher; it will be necessary to either assign all of it or none. We will be glad to honor an assignment from you to the powder company if prepared in this manner and it has the endorsement of the surety on your bond. In the event that you do not care to assign the full amount of the voucher to the du Pont Powder Company, then we would suggest that you make an assignment to some bank and arrangements be made whereby the bank could pay the powder company the amount due them and the balance could be credited to your account.

We seem to have no record of having received, in this office, the original letter signed by yourselves authorizing payment to the du Pont Powder Company, copy of which letter was enclosed in the letter of Trefethen & Findley, dated July 8, 1924. As a matter of fact the letter referred to does not pass the requirements of the Secretary of State's office in the matter of assignments. Several copies of a form which will pass his office is enclosed herewith for your convenience.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM
cc. Trefethen & Findley,
Seattle, Washington.

09-80

August 29, 1924.

Fidelity & Deposit Company of Maryland,
c/o Hansen & Rowland, Inc.,
Tacoma Building,
Tacoma, Washington.

Attention Mr. L. A. Widell.

Gentlemen:

In reply to your letter of the 27th inst. requesting information concerning the contract held by the Sloane Construction Company for the surfacing of Unit No. 2, Island City-Elgin Section of the La Grande-Wallowa Lake Highway, will say that this contract is complete as far as the road work is concerned. However, final payment has not been made in connection with it for the reason that the contractors still have considerable amount of rock to remove from the river by reason of their blasting operations.

As soon as this rock has been removed to the satisfaction of the State Highway Engineer, the railroad company whose tracks lie on the opposite side of the river, and to the satisfaction of the owners of the property adjacent to the river, final payment will be made.

Up to May 3rd of this year we had paid to the contractor the sum of $68,698.05. Our retained percentage at the present time amounts to $4,000.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

AND DEPOSIT COMPANY
OF MARYLAND
FIDELITY and SURETY BONDS and BURGLARY INSURANCE
Tacoma Building
TACOMA, WASH.

HANSEN & ROWLAND, INC.
District Agents
PHONE MAIN 393

Tacoma, Wash., August 27, 1924.

State Highway Department,
Salem, Oregon.

Gentlemen:

RE: BOND #29777 - SLOANE CONST. CO. - CONTRACT STATE OF OREGON FOR SURF. ISLAND CITY-ELGIN SECTION LAGRANDE WALLOWA LAKE H/W.

Will you kindly advise whether or not the above contract has as yet been completed, and if so date of acceptance and total amount of contract.

Thanking you in advance for an early reply, we remain

Very truly yours,

HANSEN & ROWLAND, Inc.,

#580 Oregon Co. By L. G. Windell

LW.

Paid to Hwy-3-24 - $6878.03
Returned $4000.00
Final is held up there some difficulty with R.R. Mount Hill river full of rock due to muchness in Blasting.

FD-50

May 28th, 1924. 51 FD-1

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Complying with your request of May 12th, we are enclosing herewith a statement of the engineering costs that were incurred on Unit #2 of the Island City-Elgin Section of the La Grande-Wallowa-Lake Highway.

With reference to the supplementary agreement of April 5, 1923, it is noted, that the original contract time of completion was extended to August 15, 1923, without engineering penalty. Consequently the engineering costs which are submitted for your recommendation, in regard to penalty, are only those which were incurred subsequent to that date.

Very trul y yours,

ROY A. KLEIN
State Highway Engineer,

By

Office Engineer.

Copy of Engineering Costs filed in Jol envelope

Dict. by J. W. Mahh : TW
Enclosure.

PW-80

May 13, 1924.

Fidelity & Deposit Company of Maryland,
c/o R. E. Pinney, Agent,
Gasco Building,
Portland, Oregon.

Gentlemen:

Enclosed herewith please find copy of notice of claim which has been filed in the office of the Secretary of State by the Standard Oil Company in amount $3,097.40 against the Sloane Construction Company in connection with their contract for the surfacing of Unit No. 2, Island City-Elgin Section of the La Grande-Enterprise Highway, state highway contract No. 580.

This notice is being forwarded to you at the request of the Secretary of State as you appear as surety on the bond furnished by the Sloane Construction Company in this instance.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM
Encl.

QR-50

May 13, 1924.

Sloane Construction Company,
210 Columbia Building,
Spokane, Washington.

Gentlemen:

Enclosed herewith please find copy of notice of claim which has been filed in the office of the Secretary of State by the Standard Oil Company, it being a claim for materials and petroleum products furnished to you in the amount of $3,097.40 in connection with your contract for the surfacing of Unit No. 2, Island City-Elgin Section of the La Grande-Enterprise Highway.

This notice is being forwarded to you at the request of the Secretary of State.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Gleisyer,
Chief Clerk.

HBG:LM

Encl.

#580
31-88-1

998.0

May 13, 1924.

Mr. Sam A. Kozer,
Secretary of State,
B u i l d i n g.

Attention Mr. H. J. Haas, Filing Division.

Dear Sir:

Receipt is acknowledged of your letter of the 10th inst. enclosing three copies of notice of claim which has been filed in your office by the Standard Oil Company against the Sloane Construction Company, it being a claim for materials and petroleum products furnished the Sloane Construction Company in amount $3,097.40 in connection with highway contract No. 580 for the surfacing of Unit No. 2, Island City-Elgin Section of the La Grande-Enterprise Highway.

Complying with your request we are today forwarding one copy of this claim to the Sloane Construction Company and one to the Fidelity & Deposit Company of Maryland, surety on the bond furnished by the contractor in this instance.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Claisyer,
Chief Clerk.

HBC:LM

C. N. LAUGHRIGE
DEPUTY SECRETARY

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

May 10, 1924.

RECEIVED
MAY 13 1924

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from Standard Oil Company, Walla Walla, Wash., and filed as of this date a notice of claim for materials and petroleum products furnished in the sum of $3097.40 against the bond taken from Sloane Construction Company, principal and the Fidelity & Deposit Company of Maryland, surety, for the work of the surfacing of Unit No. 2, Island City-Elgin Section of the La Grande-Enterprise Highway, on Contract No. 580.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

FILING DIVISION,

By N. J. Haas

B.

ANSWERED
H. B. G.

COPY

To the STATE OF OREGON, Attention Secretary of State,

SALEM, OREGON.

NOTICE is hereby given that the undersigned Standard Oil Company of Walla Walla, Washington has a claim for materials and petroleum products furnished in the sum of Three Thousand Ninety-seven Dollars and Forty Cents, ($3097.40) against the bond taken from Sloane Construction Company, principal and the Fidelity & Deposit Company of Maryland, surety, for the work of the surfacing of Unit No. 2, Island City-Elgin Section of the La Grande-Enterprise Highway, on Contract No. 580, the amount being due for purchases made by the Sloane Construction Company.

STANDARD OIL COMPANY

BY J. P. Cruden
District Sales Manager

STATE OF WASHINGTON,)
) ss
County of Walla Walla)

J. P. CRUDEN, being first duly sworn, says that he is District Sales Manager of STANDARD OIL COMPANY, a corporation organized under the laws of the State of California, a creditor of Sloane Construction Company in the sum of $3097.40 sold and delivered to said Sloane Construction Company at their request, as per statement of account attached hereto, and that there are no offsets or counterclaims to same, and that claimant has not, nor has any person by his order, or to the knowledge or belief of said deponent, for claimant's use, had or received any manner of security for said debt whatever.

COPY

To the STATE OF OREGON, Attention Secretary of State,

SALEM, OREGON.

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J. P. Cruden

Subscribed and sworn to before me this 8th day of May, A. D., 1924.

J. Jacobson
Notary Public in and for the State of Washington, residing at Walla Walla.

(Seal)

Statement

STANDARD OIL COMPANY
Incorporated in California
Sales Department
Office
1st National Bank Bldg.
11 South Second St.
P.O. Drawer 56

Walla Walla, Washington, May - 1 - 1924
Date

Acct. No.
Sls - 18

TERMS
30 days Net. Fuel
Oil net 10th of Month
Following purchase

Sloan Constr Company
Spokane Wash

Your account is distributed as follows

30 days	60 days	90 days	Over 90 days

		Debits	Credits	Balance
1923		Balance as per last statement		
5	28		18 85	
	"		63 41	
6	4		20 79	
	9		64 80	
	"		4 50	
	"		26 40	
	"		3 53	
	11		24 52	
	12		75 60	
	"		2 60	
	15		21 73	
	16		3 65	
	19		81 12	
	23		3 53	
	27		2 60	
	"		81 60	
	30		93 53	
7	5		2 60	
	"		80 16	
	10		82 17	
	9		27 60	
	11		12 35	
	13		9 60	
	"		60 72	
	"		16 69	
	"		1 30	
	"		24 00	
	"		3 60	
	14		51 63	
	14		16 80	
	17		36 00	
	"		35 25	
	"		21 45	
	18		5 15	
	"		21 32	
	19		13 20	
	"		13 20	
	21		68 40	
	"		13 20	
	"		45 98	
	"		10 20	
	23		4 75	
	"		76 80	
	25		2 60	

Statement

STANDARD OIL COMPANY
Incorporated in California
Sales Department
Office
1st National Bank Bldg.
11 South Second St.
P.O. Drawer 56

Walla Walla, Washington, March 1, 1924
Date

Sloan Constr Company
Spokane Wash

Your Account is distributed as follows				
30 days	60 days	90 days	Over 90 days	
	Debits	Credits	Balance	
1923 Balance as per last statement				
25	2 40			
"	11 52			
"	24 00			
"	45 60			
7 26	11 93			
31	30 00			
"	32 93			
8 8	12 10			
13	31 52			
16	18 15			
24	25 20			
"	9 45			
22	26 86			
27	66 77			
29	17 85			
"	11 50			
"	3 00			
9 1	12 65			
"	20 40			
4	234 68			
"	12 13			
"	14 28			
6	28 50			
"	11 12			
7	12 30			
"	71 99			
10	38 00			
11	42 75			
14	24 75			
15	62 70			
17	12 75			
18	19 02			
19	31 83			
"	41 80			
20	7 60			
21	28 50			
25	3 25			
27	5 00			
"	9 50			
28	9 50			
"	19 00			
10 3	62 70			
5	21 62			
"	101 74			
"	17 53			
"	19 00			
8	19 00			
"	7 10			

Statement

Standard Oil Company
Incorporated in California
Office
1st National Bank Bldg.
11 South Second St.
P.O. Drawer 56

Walla Walla, Washington, May 1-1924

Sloan Constr. Co.
Spokane Wash.

Blo - 18

TERMS
30 days net. fuel
Oil net 10th of Month
Following purchase

Your account is distributed as follows

30 days	60 days	90 days	Over 90 days	Balance

		Debits	Credits
	Balance as per last statement		
	10	12 03	
	"	3 25	
	13	19 00	
	"	9 50	
10	16	43 70	
	"	22 86	
	17	28 50	
	20	11 73	
	"	58 35	
	24	64 75	
	"	3 25	
			500 00
	23		
		3 25	
10	27	68 13	
10	27	33 24	
	29	8 55	
	31	37 78	
	"	23 42	
	"	89 30	
11	3	7 65	
	"	5 00	
	6	8 36	
	12	9 50	
	13	9 50	
	24		500 00
	27		
		3 25	
12	1	22 80	
	3	55 25	
	11	12 75	
	17	21 85	
	"	19 00	
	26	24 98	
	"	10 45	
	27		
1924			
		6 50	500 00
1	9	38 00	
1	14	18 90	
	17	38 00	
	21	45 15	
	28	37 77	
2	4	17 25	
	13	6 50	
	15	23 00	
	16	29 51	
	20	46 00	
	"	33 82	
	28	48 30	
3	3	25 30	
4	7	2 90	
	17		

Statement

STANDARD OIL COMPANY
Incorporated in California
Sales Department
Office
1st National Bank Bldg.
11 South Second St.
P.O. Drawer 56

Acct. No.
Slo 18

TERMS
30 days net. fuel
Oil net 10th of month
Following purchase

Walla Walla, Washington, May 1 - 1924

Sloan Constr. Co
Spokane Wn

Your account is distributed as follows

30 days	60 days	90 days	Over 90 days
	Debits	Credits	Balance

Balance as per last statement 37 70

1923			
8 10	55 20		
22	44 85		
8 27	38 64		
29	57 09		
9 4	33 60		
7	3 05		
11	39 58		
15	19 00		
20	38 95		
29	9 50		
10 5	65 43		
9	19 00		
13	19 00		
17	20 90		
27	40 09		
31	26 60		
11 6	36 10		
13	19 00		
21	13 30		
	4597 40	1500 00	3097 40

Returns Bros Acct

ENDORSED:
File No. 400
Filed May 10, 1924, SAM A. KOZER, Secretary of State.

May 7, 1924.

PR #80

Standard Oil Company,
Walla Walla, Washington.

Attention Mr. L. P. Gradon,
District Sales Manager.

Gentlemen:

In reply to your letter of the 5th inst. regarding the contract held by the Sloans Construction Company for the surfacing of Unit No. 2, Island City-Elgin Section, our contract No. 500, please be advised as follows:

The name of this contract is State Highway contract No. 500, surfacing, Unit No. 2, Island City-Elgin Section of the La Grande-Enterprise Highway in Union County. The surety on the bond furnished by the Sloans Construction Company in this instance is the Fidelity & Deposit Company of Maryland, the local agent for whom is Mr. R. E. Pinney, whose address is Casco Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LH

STANDARD OIL COMPANY

INCORPORATED IN CALIFORNIA

J. P. CRUDEN
DISTRICT SALES MANAGER
[redacted] H. W. McCALLUM
ASSISTANT DISTRICT SALES MANAGER

SALES DEPARTMENT

WALLA WALLA, WASH., May 5, 1924

SUBJECT

Sloane Construction Co.,
Spokane, Washington.
Account - $2970.04

Oregon State Highway Commission,
Filing Department,
Salem, Oregon.

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE

Gentlemen:

On December 17th we wrote to you, stating that the above customer had a road contract out of Elgin, Oregon and requested that you give us some information as to the name of the road, number of the contract and the name of the bondsman, as it was necessary to file claim against them on the account.

We have had a large amount of correspondence with the Sloane Construction Company during the past month relative to this account, but do not seem to get any definite action on it, and have decided that the proper action to take is to file a claim against the bonding company. We would, therefore, appreciate your giving us the above information at the earliest possible date, so that we can go ahead and protect our interests in this matter.

Yours very truly,

STANDARD OIL COMPANY

By J. P. Cruden
District Sales Manager

MCS:CM
Credit

ANSWERED
H. B. G.

Contract #580 - ... t# - ... State Highway ...
... Bond ...
... bond ...

May 2, 1924.

P. R. 80

Cochran & Eberhard,
Attorneys at Law,
La Grande National Bank Building,
La Grande, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of the 30th ult. in which you request the probable date upon which the final payment will be made to the Sloane Construction Company in connection with their highway contract No. 500 for the construction of Unit No. 2, Island City-Elgin Section.

In reply will say that it is our understanding that the project is practically complete at the present time; however, the Sloane Construction Company will not be paid their final amount until they remove the rock which was thrown into the river adjacent to this project during their blasting operations. This feature should be completed within the near future according to our present understanding. All things being considered it is not likely that final payment will be made on this project before three or four weeks.

In connection with all state highways contracts, it is our practice to check over the field notes of our resident engineers when these notes are received in this office, which takes a matter sometimes of two or three weeks, according to the nature and size of the job. The field notes have not yet been received for this particular job in question and we do not know just when they will be mailed to us. You may obtain this information from our Division Engineer Mr. R. H. Baldock, whose office is at La Grande. If you will then add two or three weeks on to the date that he gives you for the date of transmittal of field notes to this office, this will give you a fair idea as to the approximate date when final payment will be made. Our retained percentage to date amounts to over $11,000.

For your further information will say that in connection with all state highway contracts, the contractors are required to furnish a surety bond for the purpose of protecting all labor, material and all other just claims against the project. In the present instance the Sloane Construction Company furnished us a bond, the surety on which is the Fidelity & Deposit Company of Maryland; Mr. R. E. Pinney is the local representative of this company. His office is in the Casco Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

231.PS-1

GEO. T. COCHRAN COLON R. EBERHARD

LAW OFFICES

COCHRAN & EBERHARD

ROOMS 15-17 LA GRANDE NATIONAL BANK BLDG.

LA GRANDE, OREGON

RECEIVED
MAY 1 1924
OREGON
STATE HIGHWAY COMMISSION

April 30, 1924.

Mr. Roy A. Klein,

State Highway Engineer,

Salem, Oregon.

Dear Sir:

We wish to be advised about when the final estimates may be expected on Contract 580, covering the construction of Unit 2 of the Island City-Elgin Section, awarded to Sloane Construction Company. Our clients, Grande Ronde Oil Company, also known as Fletcher Oil Company, have a large claim against these contractors for oil and distillate furnished them, and we desire to be in a position to protect our claim. Please give us any information at hand in this connection.

Yours very truly,

COCHRAN & EBERHARD,

By Colon R. Eberhard

CRE:J

Paid to date $64,480.70
Retained $11,378.25

ANSWERED
H. B. G.

April 23, 1924.

FR 60

W. H. Bohnenkamp Co.,
La Grande, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of the 19th inst., regarding your claim, in amount $2,827.40, against the Sloane Construction Co. In reply will say that investigation of our files shows an itemized statement covering this claim was filed in this office by the Weeks Collection Agency of La Grande on February 15th.

In our letter of acknowledgment to the Weeks Collection Agency, we stated that the Sloane Construction Co. had furnished a bond in connection with this contract which was for the purpose of protecting all labor and material claims. The surety on this bond was the Fidelity and Deposit Company of Maryland, the local agent for whom being Mr. R. E. Pinney, Gasco Building, Portland, Oregon. We also stated that, due to this fact, we were not in a position to pass upon their claim, but referred them to the surety company. In the event that the surety company did not give them satisfaction, recourse to law is still available as provided in the statutes.

For your information, will say that according to the Oregon law, notice of claim against contractors on state highway work must be filed with the Secretary of State within one year after the date of completion of the contract in order to hold the surety company jointly responsible for the claim.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

HBG:HI

W. H. BOHNENKAMP C. M. BOHNENKAMP HAL BOHNENKAMP L. A. BOHNENKAMP

W. H. BOHNENKAMP CO.

ESTABLISHED 1888

HARDWARE ~ FURNITURE
FUNERAL DIRECTORS

LA GRANDE, ORE.

April 19th, 1924:-

State Highway Engineer:-
Salem, Oregon.

$2837.40

Dear Sir:-

We have a claim of $2837.40 for materials supplied to The Sloan Construction Co. on the Imbler Elgin Road Job. We turned this over to our local collection agency some time ago and they say that they have filed the proper papers with -your office and also the bonding Co.

Will you please look this matter up and advise us if these papers have been received by your office:- Thanking you in advance for your attention to this we are,

Yours very truly.
W.H.Bohnenkamp Co.

#58
31 & 2 - 1

RECEIVED
APR 21 1924
SALEM, OREGON

ANSWERED
H. B. G.

29-80

April 8, 1924.

Sloane Construction Company.
210 Columbia Building,
Spokane, Washington.

Gentlemen:

Your request for extension of time on contract No. 580, for the construction of Unit No. 2, Island City-Elgin Section of the La Grande-Wallowa Lake Highway in Union County, was considered at the meeting of the Highway Commission on March 27th and the following action was taken:

"Sloane Construction Co., Unit No. 2, Island City-Elgin Section of the La Grande-Wallowa Lake Highway in Union County, contract No. 580, requested an extension of time to April 15, 1924. On account of the slow progress made on this contract, the Engineer recommended that the extension requested be granted with full penalty of engineering costs. Recommendation approved by the Commission".

Very truly yours,

State Highway Engineer.

LM

31501
#580
PB-80

March 21, 1934

Sloane Construction Company,
Foley Building,
La Grande, Oregon.

Gentlemen:

Complying with your telephone request of this date, we have investigated the status of your estimate of March 10th and find that the voucher was mailed to you at 210 Columbia Building, Spokane, Washington, on the 19th of this month. It is, no doubt, in your possession at the present time.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

PRIC

February 16, 1924.

Weeks Collection Agency,
P. O. Box 776,
La Grande, Oregon.

Attention Mr. Earle Geeves.

Gentlemen:

Receipt is acknowledged of your letter of the 14th inst. enclosing an itemized statement covering the claim of W. H. Bohnenkamp Company against the Sloane Construction Company in connection with their contract No. 580 for surfacing Unit No. 2, Island City-Elgin Section.

In reply will say that in connection with this contract the Sloane Construction Company furnished us a bond which was for the purpose of protecting all labor and material claims. The surety on this bond is the Fidelity & Deposit Company of Maryland, the local agent being Mr. R. E. Pinney, Gasco Building, Portland.

Due to this fact we are unable to pass upon the claim but wish to suggest that you take the matter up with the surety company and in the event that you do not get satisfaction from them you still have recourse to the methods prescribed by the statutes.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

cc. W. H. Bohnenkamp Co., La Grande, Oregon.

CARL G. HELM, Attorney

Weeks Collection Agency

New Foley Building P. O. Box 776
LA GRANDE, OREGON

Member Collection Agencies Association of Oregon

Feb. 14, 1924

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are inclosing herewith itemized statement covering claim against the Sloane Construction Company in favor of W. H. Bohnenkamp Company.

This covers materials furnished under contract #580, Unit #2, Island City-Elgin Section of the La Grande-Joseph Highway.

ANSWERED
H. B. G.

Yours very truly,

Weeks Collection Agency

MG

BY Merle George

Friendly Reminder
Check enclosed
Pay Bill

1923			
Jan. 15	"		1.90
" 15	"		19.00
25	"		491.60
Sep. 21	"		45.70
			1609.50

Credits		
Jan. 18	Cash	200.00
Aug. 15	Tire Adjustment	57.50
Sept. 15	Cash	1000.00
	Cash	352.00
		1609.50

STATEMENT RENDERED MONTHLY

...engineer.

...Construction Co., La Grande, Oregon.

HARDWARE, FURNITURE
FUNERAL DIRECTORS
ESTABLISHED 1896

LA GRANDE, ORE., Nov. 22, 1923

M Sloane Construction Company

Spokane, Wash.

Minam Mill Contract.

1923.		
Oct. 3.	Invoice	10.85
11	"	59.50
11	"	128.50
14	"	29.82
17	"	56.10
Nov. 1	"	7.42
Oct.27	"	.90
Nov. 15	"	17.56
21	"	26.15
22	"	10.36
25	"	5.99
25	"	343.15
27	"	33.90
28	"	292.05
Dec. 1	"	2.57
1		4.45
1923		1.90
Jan. 15	"	19.00
" 15	"	491.60
25	"	45.70
Sep. 21	"	
		1609.50

Credits		
Jan. 18	Cash	200.00
Aug. 15	Tire Adjustment	57.50
Sept. 15	Cash	1000.00
	Cash	352.00
		1609.50

STATEMENT RENDERED MONTHLY

HARDWARE, FURNITURE
FUNERAL DIRECTORS
ESTABLISHED 1896

LA GRANDE, ORE., 192

M Sloane Construction Co.

Spokane, Wash.

Rhinehart Contract.

1923.				
Jan. 24	6 Ft ¼ in pipe		.72	
	6 Ft ½ " "		.56	
	2 ¼ in Couplings		.20	
	2 ½ in "		.40	
	2 ¼ in Ells		.15	
	2 ½ in Ells		.15	
				2.28
	Express on above			.42
Feb. 16	1 Boiler tube expander			9.75
17	1 Box 6X caps		1.75	
	1 Roll Fuse		.95	2.70
21	Shoe Oil		.45	
	Oil Cup		1.75	
	Waste		1.45	
	Reducer		.10	
			3.75	
		10%	.37	
				3.38
26	3 Coils Fuse		2.85	
	1 Box 6X Caps		1.75	
			4.60	4.60
Mar. 1	1 1¼ Pipe Tap		3.75	
		10%	.37	
				3.36
		postage		.06

STATEMENT RENDERED MONTHLY

HARDWARE, FURNITURE
FUNERAL DIRECTORS
ESTABLISHED 1896

LA GRANDE, ORE., ---- 192--

#2

M

	Forward			
Mar. 26	5 Rolls Fuse		4.75 Net	
	6 Box Caps		8.75 "	
	4 cross chains		.40	
	6 bolts		.40	
	Washers		.05	
	File		.20	
	Rope		1.65	
	Funnell		.30	
	Hammer		2.00	
			18.58	
		10%	.50	
				18.08
27	Saw Blade		.50	
	3 Water glasses		1.20	
			1.80	
		10%	.18	
				1.62
				1.80
21	2 Coils Fuse			
Apr. 4	1 1" Globe Valve		2.00	
	2 paring knives		.60	
	20 #6d nails		1.40	
	5 #10d nails		.35	
	Teapot		1.35	
			5.70	
		10%	.57	
				5.13
				5.70
	6 Coils Fuse	Net		
	1 1" Globe Valve		2.00	
		10%	.20	
				1.80

STATEMENT RENDERED MONTHLY

...Steam Construction Co., La Grande, Oregon.

HARDWARE, FURNITURE
FUNERAL DIRECTORS
ESTABLISHED 1896
LA GRANDE, ORE., 192..

#3

M

	Forward.			
Apr. 9	2 Singletrees		4.00	
		10%	.40	
				2.60
		Net		6.00
11	2 Cot pads		3.50	
12	Belt lacing			
		10%	.35	
				3.15
11	12 Jts Stove Pipe		4.20	
	Doubletree		2.25	
	Roof Jack		.60	
			7.05	
		10%	.70	
				6.35
		Net		.27
20	Shellac		.35	
	5/8" Nuts		.40	
	Belt lacing		.75	
		10%	.07	
				.68
	3 Ex Fuse caps	Net		5.25
	300 Ft.Fuse	"		2.70
May 8	1 Roll Blasting caps		8.75	
	6 rolls fuse		5.70	
	1 4 Qt water can		1.50	
	1 6 " " "		2.00	
		Net		17.95
Aprl. 20	Oil Can		1.85	
		10%	.18	1.67

STATEMENT RENDERED MONTHLY

...Sigma Construction Co., La Grande, Oregon.

HARDWARE, FURNITURE
FUNERAL DIRECTORS
ESTABLISHED 1896
LA GRANDE, ORE., ____ 192__

#4

M

		Forward			9.50
May 25	10	Rolls fuse	Net		8.75
	500	6x Caps	"	Sloane	9.50
June 18	10	Rolls Fuse	"		8.75
	5	Box caps	"		.27
	2	couplings	"		.09
	1	Nipple	"		
19	2	40x14 Tires (Alexander)		391.00	
	1	36x6 "		58.15	
				499.15	
			10%	44.90	404.25
				4.80	
23	20	Ft. Hose		.45	
	1	2" Coupling		.70	
	2	1" Hose Nipples		.10	
	1	1" Bushing		.20	
	2	1x6 Nipples		.25	
	1	2x6 "		.05	
	1	1" Plug		6.55	
			10%	.65	5.90
				1.68	
23	24	Nails	10%	.16	1.52
				430.10	
25		Error in tire chge 6-19		391.00	
	2	14x40 tires		39.10	
		Charged		3.91	
			10%		35.20

STATEMENT RENDERED MONTHLY

...Sloane Construction Co., La Grande, Oregon.

FURNITURE
FUNERAL DIRECTORS
ESTABLISHED 1896
LA GRANDE, ORE., 192

#5

M

		Forward.	378.00	
Jun 27	40 os 40% Powder		9.50	
			8.75	
		Net		396.25
27	1 10" Crescent Wrench		1.25	
	1 8" " "		1.00	
	1 6" " "		.80	
	1 Wrench		.70	
	2 Wrenches		.90	
	1 Wrench		.50	
			4.95	
		10%	.50	
				4.45
28		6-27 powder		
	chgd R8 instead of Geletin		Net	2.50
Jul 13	200 Ft Fuse (Benedict)		2.50	
	2 Box Caps "		4.50	
	Water Pitcher "		1.25	
	6 Cups		1.80	
	3 pt Pipe		.24	
	2 Ells		.20	
	1 Coupling		.10	
		Net	10.59	10.59
9	1 36x6 Solid Tire (Alexander)		58.15	
		10%	5.80	
				52.35
				9.50
5	10 Rolls Fuse			8.75
	5 Boxes caps			

STATEMENT RENDERED MONTHLY

...15, 1924.

...the bond furnished ...for the contin... La Grande-Joseph H. Bowersox Company ...ining the filing ... the Surety Counter... ...amount of this claim

...ineer.

...Sloane Construction Co., La Grande, Oregon.

TR-80

FURNITURE
FUNERAL DIRECTORS
ESTABLISHED 1896
LA GRANDE, ORE., 192—

#6
M

		Forward.			300.30
Jul.	20.	30 6s 40% Powder	Net		20.50
		30 coils fuse			43.75
	20	1 36x6 Solid Tire (Alex-		58.15	
		2 40x14 " " ander)		321.00	
				379.15	
			10%	37.90	
					341.25
	25	Packing		1.95	
			10%	.19	
					1.76
					1.35
	27	5 Gal Gas (Alexander)			17.50
	30	1 3/4" Ejector			
	31	36 Ft. 6" Bolt		24.50	
			10%	2.45	
					22.05
Aug.	3	1 Sight Food Oil Cup		2.75	
			10%	.27	
					2.48
	8	Casing		9.50	
		1 Tube		2.30	
					11.80
	15	1 3/4" Injector		20.00	
			10%	2.00	
					18.00
					390.40
	20	40 Cas 40% Gel.Powder	Net	3.85	
	21	11 light bulbs			
			10%	.38	
					3.47

STATEMENT RENDERED MONTHLY

15, 1924.

the bond furnished
[illegible] for the surface-
La Grande-Joseph
L. Rothenberg Company
paint the Blume
the Sloane Construc-
ment of this claim

ineer.

Encl:

cc. Sloane Construction Co., La Grande, Oregon.

TR-80

FUNERAL DIRECTORS
ESTABLISHED 1896
LA GRANDE, ORE., 192--

#7

M

		Forward	2.00	
Aug. 21	1	1" Check Valve	1.50	
	2#	Rubber Packing	.10	
	1	Vall Candle Wicking	1.50	
	6	Lantern Globes	1.25	
	1#	Steam Packing	.60	
	4	1" Reducers	7.15	
		, 10%	.71	6.44
			.65	
22	1	Reducer	.40	
	1	"	.25	
	1	Nipple	.15	
	1	"	.20	
	4	Plugs	2.50	
	1	Flue Cleaner	3.95	
		Credit on valve	.65	
			3.30	
		10%	.33	2.97
				19.00
24	20	Rolls fuse	.10	
28	1	Roll Candle Wicking	1.65	
	1	Globe Valve	.50	
		3/2" Sq. Packing	1.95	
		10%	.20	1.75
			4.40	
28	2	Shovels	.45	
		10%		3.95

STATEMENT RENDERED MONTHLY

...18, 1924.

...he bond furnished
...00 for the surety
...La Grande-Joseph
...Reinsuring Company
...ainst the Sloane
...the Sloane Construc-
...ount of this claim

...neer.

H. L. Claimyer,
Chief Clerk.

HLC:LM

cc. Sloane Construction Co., La Grande, Oregon.

ESTABLISHED 1896

LA GRANDE, ORE., 192..

#8

M

	Forward.		3.85	
Aug. 30.	2 Lanterns		2.50	
	1 Flue Cleaner		6.35	
		10%	.63	5.72
			Net	399.40
30	1 Ton 40% Powder		"	20.50
	30 Rolls Fuse		"	17.50
	1000 Caps		4.00	
Sept. 10	2 Lanterns		.50	
	2 Lantern Globes		2.10	
	50# 20d Nails		1.00	
	1 Dz Hack Saw Blades		.75	
	1 Hack Saw		6.35	
		10%	.63	7.50
4	5 ½" Grease Cups		2.25	
	6 3/8" " "		1.50	
	6 ¼" " "		1.20	
	4 1/8" " "		.45	
	5/8" Packing		.50	
			6.20	
		10%	.62	5.58
4	2 36x6 AWT Solid tires		151.90	
	(By Alexander)	10%	15.20	136.70
			1.75	
6	Belt Lacing	10%	.17	1.58

STATEMENT RENDERED MONTHLY

TT-50

...15, 1924.

...he bond furnished
...ed for the surface-
...La Grande-Joseph
...Reforesting Company
...ainst the Sloans
...the Sloans Construc-
...ment of this claim

...neer.

M. L. Claimyer,
Chief Clerk.

MLC:LH

cc. Sloans Construction Co., La Grande, Oregon.

ESTABLISHED 1896

LA GRANDE, ORE., ____ 192--

#9

M

		Forward.		
Sept. 8	1	12" Crescent Wrench	1.85	
	1	B & S Wrench	.80	
			2.65	
		10%	.26	
				2.39
	8	40 Cs 40% Gel Pder. Net		394.90
	20	Rolls Fuse		19.00
	6	Box Caps		10.50
10	2	40x14 SV Solid Tires (By Sloane)		381.00
15	1	Dz HS Blades	1.00	
		Washers	.20	
		Bolts	.98	
			2.18	
		10%	.21	
				1.92
18	3	Shovels	6.50	
	1	¾" Globe Valve	1.10	
	2	Oil Cans	.70	
	2	Gas Faucets	3.00	
			11.30	
		10%	1.13	
				10.17
19		40 Cs 40% Gel. Pwd.		394.40
		3 Boxes Caps		8.75
		20 Rolls Fuse		19.00
		12 3/4" Cable Clamps		3.00
		12 3/4" Cable Clamps		2.70

STATEMENT RENDERED MONTHLY

TR-50

18, 1926.

on the bond furnished
500 for the surface
the La Grande-Joseph
H. H. Schaumburg Company
, against the Sloane
to the Sloane Construc-
the amount of this claim

Engineer.

H. B. Glaisyer,
Chief Clerk.

HBG:LM

cc. Sloane Construction Co., La Grande, Oregon.

FUNERAL DIRECTORS

ESTABLISHED 1896

LA GRANDE, ORE., ——— 192-

#10
M

		Forward.		
Sep. 24		½ Box ¼ " Packing	1.25	(Benedict)
		1½" Sheet Packing	.30	
		2" Rainbow Packing	1.50	
		1¼" Sight Feed Oilor	1.50	
		3 3/4" Hard Oil Cups	1.50	
		1 3/4" Union	.20	
		21/8" Pot Cocks	.70	
		1 3/4 " Reducer	.15	
		1 3/8" Black Toe	.10	
		1 Pe Packing 4x7	.15	
		1 Folding Rule	.75	
		14 Ft 2" Belt	3.75	
			11.85	
		10%	1.18	
				10.67

STATEMENT RENDERED MONTHLY

PR-50

...ary 18, 1926.

...urety on the bond furnished ...rant No. 500 for the erection ...on of the La Grande-Joseph ...on the W. H. Rohrbaugh Company ... Agency, against the ... ...rnished to the Forest Conserva... ...tract. the amount of this claim ...

...y yours,

...LIN,
... Highway Engineer.

H. E. Chaloner,
Chief Clerk.

EHC:LM

cc. Bloome Construction Co., La Grande, Oregon.

ESTABLISHED 1896

LA GRANDE, ORE., 192—

#10
M

		Forward.		
Sep. 24	1 Box ¼" Packing		1.25	Benediot.
	1¼" Sheet Packing		.30	
	2½ Rainbow Packing		1.50	
	1 ¼" Sight Feed Oiler		1.50	
	3 ¼" Hard Oil Cups		1.50	
	1 3/4" Union		.20	
	2 1/8" Pot Cocks		.70	
	1 3/4" Reducer		..15	
	1 3/8" Black Toe		.10	
	1 Pe Packing 4x7		.15	
	1 Folding Rule		.75	
	15 Ft 2" Bolt		3.75	
			11.85	
		10%	1.18	
				10.67
25	1 4 Cell Hot Shot Bat.		2.75	
	1 14" Stillson Wrench		2.10	
			4.85	
		10%	.48	
				4.27
28	2 Red lantern globes		.90	
	1 Lantern (Shank)		1.35	
	1 Box Bolt Lacing		1.50	
	Round Packing		1.55	
			5.30	
		10%	.53	
				4.77

STATEMENT RENDERED MONTHLY

Chief Clerk.

ESO:EM

cc. Bloom Construction Co., La Grande, Oregon.

TR-50

ESTABLISHED 1896

LA GRANDE, ORE., 192

#11.
M

	Forward.	2.75	
Oct. 4.	Lubricating Cup	1.00	
	5 ¼" Grease cups	.30	
	5 ¼" Nipples	.30	
	2 ¼" Jenkins Disks	.50	
	Goodyearite Packing	4.85	
	Loss 1 Lub. cup ret'd	1.25	
		3.60	
	12 ⅜x2 Bolts	.50	
	8 Gaskets	.10	
		4.20	
	10%	.40	3.80
13.	3/4# ¼" Piston Packing	1.90	
	1 3/4" Gllbs Valve	1.35	
	1 Ball Candle Wicking	.10	
	12 ⅛" Guage Glass Gaskets	.50	
		3.85	
	10%	.38	3.47
			38.50
19.	4 Cs 40% R. C. Pwd.	Net	202.20
20.20	Cs 40% Gel Pwd.	"	8.75
23.	5 Box Caps (Westenskow)	"	4.75
	5 Rolls Fuse "		Net 136.13
25.	12½ Cs 60% Gel Pwd.(Shanks)		" 9.50
	10 Rolls Fuse Camp	"	" 8.75
	5 Box Caps "		" 8.75
Nov. 3.	500 6x Caps		

STATEMENT RENDERED MONTHLY

...ployer.
Chief Clerk.

EEC:LM

cc. Sloane Construction Co., La Grande, Oregon.

ESTABLISHED 1896

LA GRANDE, ORE., 192

#12.

M

	Forward.		1.75
Nov. 7.	1# Packing		4580.47

Credits.

Feb. 17,	1 Boiler Tube Expender ret.		9.75
Jul. 20,	Correct charge July 20. 30 cs Powder charged and only 16 C s Delivered		140.14
Aug. 17.	Credit by errors in tire charges 7/9 & 7/19		52.35
Aug. 28.	By 1 Flue Cleaner ret	2.50	
	1 sight feed oil cup retd.	2.75	
		5.25	
	10%	.52	4.73
Oct. 8.	Credit by Disc. on tires charged Sept. 10th.		38.10
Oct. 16.	By Cash		148.00
Nov. 3.	By Cash		500.00
			893.07
			3687.40
			850.00
Dec. 8th, 1923	By check		
	Balance.		2837.40

STATEMENT RENDERED MONTHLY

Chief Clerk.

EBO:LM

cc. Sloane Construction Co., La Grande, Oregon.

TR-50

February 18, 1924.

Fidelity & Deposit Company of Maryland,
c/o R. E. Pinney, Agent,
Cascc Building,
Portland, Oregon.

Gentlemen:

This letter will advise you as surety on the bond furnished by the Sloane Construction Company on contract No. 580 for the surfacing of Unit No. 2, Island City-Elgin Section of the La Grande-Joseph Highway, that we have received a claim from the W. H. Rahrenkamp Company of La Grande through the Weeks Collection Agency, against the Sloane Construction Company covering supplies furnished to the Sloane Construction Company in connection with this contract. The amount of this claim is $2,837.40.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

cc. Sloane Construction Co., La Grande, Oregon.

PR-80

February 12, 1924

E. I. du Pont de Nemours & Company,
Hoge Building,
Seattle, Washington.

Attention Mr. T. E. Doremus, Manager.

Gentlemen:

Receipt is acknowledged of your letter of the 8th inst. requesting information concerning highway contracts which are held by the Sloans Construction Company.

In reply will say that due to the fact that all projects mentioned in your letter with the exception of that for the construction of Unit 2, Island City-Elgin Section of the La Grande-Joseph Highway, are county contracts, we are unable to give you information concerning them with the one exception.

Concerning contract No. 580 for the surfacing of Unit 2, Island City-Elgin Section, will say that the latest available information indicates that this project is practically 90% complete at the present time. Our retained percentage amounts to over $11,000. We have been informated that construction work on this project was stopped in order to allow the Sloans Construction Company to complete the construction of the Indian Creek Market Road. This was our engineer's report on November 10, 1923. As to whether or not construction has been resumed we have not been advised.

For your information concerning the other projects mentioned in your letter, we refer you to the County Court of Baker County who are in a much better position to advise you concerning them than we are.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

E.I. DU PONT DE NEMOURS & COMPANY
INCORPORATED
HOGE BUILDING
SEATTLE, WASHINGTON

SALES DEPARTMENT

February 8, 1924

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Will you kindly advise what percentage of the following road jobs have been completed by the contractor - Sloane Construction Company:

Oregon State Road No. 106-D-1 (Glacier-Shuksan Sec.
106-D-2 (of Mt. Baker Highway,
106-D-3 (Baker County.

Contract No. 580
Oregon State Highway.

Unit No.2, Island City-Elgin Sec., LaGrande-Joseph Highway.

Also - Indian Creek Section of Market Road in Baker County.

Mason Siding-Salesbury Section of Market Road in Baker County, Oregon.

Thanking you for this information, we are,

#580 = Paid to 5-10-1923 = $62552.26
Unpaid to - $11,038.64

Yours very truly,

F. E. Lorenzen

REM:O

MANAGER

ANSWERED
H. B. O

580 - 310 = 1

CG-80

La Grande, Oregon.
February 11, 1924.

Sloane Construction Co.,
Elgin, Oregon.

SI FD-1
Time Extension.

Dear Sirs:

This is to advise that the time limit on your contract #580 for surfacing Unit #2 of the Island City-Elgin section expired on October 15, 1923.

Please make a request for extension to such time necessary to complete this work. This request to be accompanied by the consent of your surety.

Very truly yours,

R. H. Baldock

Division Engineer.

HHB:V

cc H. B. Glaisyer.

cc P. S. Greenwood.

RECEIVED
FEB 12 1924
STATE HIGHWAY COMMISSION

GP80

February 5, 1926

Mr. Jesse Crum,
Attorney at Law,
Elgin, Oregon.

Dear Sir:

Replying to your letter of the 2nd inst. regarding the contract of the Sloane Construction Company, will say that this is our contract No. 580 for surfacing Unit No. 2 of the Island City-Elgin Section of the La Grande-Wallowa Lake Highway in UnionCounty.

The surety on the bond furnished by the Sloane Construction Company in this instance is the Fidelity & DepositCompany of Maryland, R. E. Pinney, Agent, Gasco Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN,
State HighwayEngineer.

By

Chief Clerk.

HBG:LM

JESSE CRUM
LAWYER
CITY HALL
ELGIN, OREGON

February 2nd. 1924.

RECEIVED
FEB 4 1924
OREGON
HIGHWAY COMMISSION

State Highway Department.

Salem

Oregon.

Gentlemen;-

Will you please advise me the number of the contract helf by Sloan Construction Co., covering the graveling of that portion of the LaGrande-Joseph Highway, which lies from Elgin south to Rinehart Station.

I would also like information as to whether or not the United States Fidelity and Guaranty Co. are the people who furnished the bond for the Sloan Construction Co., covering their contract for this piece of work.

The rock crusher on the portion of the highway in question is still in operation just below the overhead crossing some 3 miles south of Elgin.

Thanking you for this information, I am

#580 - unit #2 - Island city - Elgin Section
Union County.

Yours very truly,

Jesse Crum

Fidelity & Deposit Co. of Md. Baltimore
U. S. Fidelity & Guaranty Co.

ANSWERED
H. B. G.

CONTRACT # 485,
569,580

PR 80 Island City-Elgin 1922-1923

485.569,580 Folder # 1

December 21, 1925

Colonial Building Company,
617 Hutton Building,
Spokane, Washington.

Attention Mr. C. H. Lindberg, Pres.

Gentlemen:

We have your letter of the 20th inst. stating that you had furnished material to the Sloane Construction Company for work on the Oregon highway between Hubler and Elgin and requesting information in connection with the settlement of same.

In reply will say that the Sloane Construction Company furnished a bond in connection with this contract, which is for the purpose of protecting all labor and material claims in connection with this work. We would suggest that you file your claim with the surety company, who in this instance is the Fidelity & Deposit Company of Maryland, R. E. Pinney, Agent, Gasco Building, Portland, Oregon.

The name of this particular project is the surfacing of Unit No. 2, Island City-Elgin Section of the La Grande-Enterprise Highway, our contract No. 560. In the event that you are unable to secure satisfaction from the surety on the bond you still have recourse to the law.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

EBG:LH

GENERAL OFFICES:
617 HUTTON BUILDING
PHONE MAIN 3701

Colonial Building Company

PAID UP CAPITAL $150.000.00

General Contractors

SPOKANE. WASH.

December 20. 1923.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We furnished some material for the Sloan Construction Co. doing some work on the highway between Imbler and Elgin. We have been unable to get a settlement for same and would kindly ask you to send us blank and instructions how to file claim with you for same, also the correct name for the highway etc.

Very truly
Colonial Building Company
by C. H. Lindberg
President.

#580

Fidelity & Deposit Co. Md.
R. H. Price
Jones.

ANSWERED
H. B. G.

DEC 21 1923

December 19, 1923

P. R. 80

Standard Oil Company,
Walla Walla, Washington.

Attention Mr. J. P. Cruden,
District Sales Manager.

Gentlemen:

Replying to your letter of the 17th inst. regarding the contract of the Sloane Construction Company of Elgin, Oregon; please be advised that this is our contract No. 580 covering the surfacing of Unit No. 2, Island City-Elgin Section of the La Grande-Enterprise Highway.

The surety on the bond furnished by the Sloane Construction Company in this instance is the Fidelity & Deposit Company of Maryland, R. E. Pinney, agent, Casco Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

STANDARD OIL COMPANY

INCORPORATED IN CALIFORNIA

SALES DEPARTMENT

J. P. CRUDEN,
DISTRICT SALES MANAGER
[redacted], H. W. McCALLUM
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH 2ND STREET
P.O. DRAWER 56

WALLA WALLA, WASHINGTON,
Dec. 17, 1923. SUBJECT:

Sloane Construction Company
Spokane, Washington.

State Highway Commission,
Filing Division,
Salem, Oregon.

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

Gentlemen:

Subject customer has a road contract out of Elgin. We do not appear to have any information as to the name of the road or nature of the contract, but would like very much to have the contract number and name of the bondsman, as it is necessary to file claim against them on our account.

We will appreciate it if you will please let us have this information as soon as possible.

Yours very truly,

STANDARD OIL COMPANY

By J. P. Cruden
District Sales Manager

LAJ:CM
Credit

580
until 2 Mos after Elgin completion.
Fidelity + Deposit Co of Md
Portland
Same

H.B.C.

December 15, 1928

~~31-28~~ RR 80

Mr. E. E. Materni,
2324 E. Boone Avenue,
Spokane, Washington.

Dear Sir:

We have your letter of the 13th inst. stating that you were having trouble in collecting from the Sloane Construction Company for work done by yourself in connection with their contract for surfacing Unit No. 2, Island City-Elgin Section of the La Grande-Wallowa Lake Highway.

In reply will say that all labor and material claims in connection with this contract are protected by the bond furnished by the contractor and we would suggest that you file a notice of your claim with the surety, who in this instance is the Fidelity & Deposit Company of Maryland, R. E. Pinney, Gasco Building, Portland, Oregon, agent. Final payment has not yet been made to the Sloane Construction Company and it is not likely that the same will be made until after the first of the year.

The bond in connection with all state highway contracts is not invalidated until the expiration of one year after the date of completion of the contract.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

P880

[illegible] Work -
Dec-13-23-

[illegible] Oregon State H Dept
[illegible]
Dear Sir
I have been working for the
[illegible] and working on rock
on the 3 mile, Rhinehart Spur
Road and am having trouble getting
started up for the work and would
like to no who these bonds are
or just what steps I would take to
get this money. In the mean time I was
working on in Umatilla and I could
like to no how much time I would
give them to pay the money back and
let me no [illegible]
[illegible]
2324 I Grand Ave
Pendleton Ore

COPY

[illegible] #2 of the
[illegible] La Grande -
[illegible]ty, expired on

[illegible] it will be im-
possible for you to complete this contract until
after the Indian Creek Market Road has been fin-
ished on account of your crusher being set up in
the Grande Ronde Canyon below Rhinehart, it will
be necessary for you to make request for such ex-
tension of time as will be required to complete
the work on Unit #2. This request to be accom-
panied by the consent of your surety.

Very truly yours,

R. H. BALDOCK,

Division Engineer.

RHB V

COPY

TR80

Letter dated 12-11-23

To The Board

From C. H. Caldwell

Re Time of Extension on contract 5-80

Letter filed under File No. 3 and 4

on your contract for surfacing Unit #2 of the Island City - Elgin section of the La Grande - Wallowa Lake Highway in Union county, expired on October 15, 1923.

In view of the fact that it will be impossible for you to complete this contract until after the Indian Creek Market Road has been finished on account of your crusher being set up in the Grande Ronde Canyon below Rhinehart, it will be necessary for you to make request for such extension of time as will be required to complete the work on Unit #2. This request to be accompanied by the consent of your surety.

Very truly yours,

R. H. BALDOCK,

Division Engineer.

RHB V

COPY

#580

PR80

31 P.D-1-

La Grande, Oregon,
December 8, 1923.

RECEIVED
DEC 11 1923

31 PD-1
Expiration of Time Limit.

COPY

Sloane Construction Company,
210 Columbia Building,
Spokane, Washington.

Dear Sir:

This is to advise that the time limit on your contract for surfacing Unit #2 of the Island City - Elgin section of the La Grande - Wallowa Lake Highway in Union county, expired on October 15, 1923.

In view of the fact that it will be impossible for you to complete this contract until after the Indian Creek Market Road has been finished on account of your crusher being set up in the Grande Ronde Canyon below Rhinehart, it will be necessary for you to make request for such extension of time as will be required to complete the work on Unit #2. This request to be accompanied by the consent of your surety.

Very truly yours,

R. H. BALDOCK,

Division Engineer.

COPY

RHB V

PR*80

La Grande, Oregon,
December 1, 1923.

RECEIVED
DEC 3 1923

31 PD-1
Your File 74-14-0

Mr. H. Murray,
Assistant Chief Engineer,
Portland, Oregon.

NOTED
R.A.K.

Dear Sir:

Replying to your communication of the 27th ultimo in regard to rock in the Grande Ronde river near Mile Post 17, advise that the contractor is pulling the rock out of the river and crushing it for a market road. There is approximately 3,000 cubic yards of rock to be crushed and placed on this market road, which will probably take about six weeks. At the completion of this road I would estimate there will be left in the river three or four thousand cubic yards of rock, which I have instructed the contractor to drag out of the channel and put on the railroad side of the river. This will effectively block the hole caused from the shot and give the railroad company better protection from river action than it has ever had. It will probably be two or three months before the work is completed. The contractor will be able to work a big drag line even though there is ice in the river. There should not be any high water before April so there will be plenty of time, however, I am pushing the contractor as much as possible.

Very truly yours,

R H Baldock

Division Engineer.

RHB V

cc Mr. Klein.

November 26th, 1923.

Mr. S. Murray,
Assistant Chief Engineer,
O. W. R. & N. Company,
Portland, Oregon.

PR #80

Dear Sir:

Receipt is acknowledged of your letter of November 21st, calling our attention again to the rock which has been blasted into the Grand Ronde River, near Elgin, by one of our contractors.

We are informed by our Division Engineer, Mr. Biddock that subsequent to the date of your letter, he has written to you describing in full the arrangements which have been made for taking care of the removal of this rock. We have no further information to give you at this time.

Very truly yours,

ROY A. KLEIN
State Highway Engineer.

By

Office Engineer.

SHP:TW

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

File 74-140
PORTLAND, OREGON

November 21, 1923

RECEIVED
NOV 22 1923

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon.

Dear Sir:

Will you please refer to my letter of August 8th to the State Highway Commission concerning a large amount of rock that had been deposited in the Grande Ronde River near M.P. 17 on the Joseph Branch by blasting in connection with the construction of the LaGrande-Joseph Highway?

Recent inspection reveals that to date practically nothing has been done by the Contractor in removing this obstruction in the River. Our management and operating officers are very apprehensive regarding the conditions at this point since a rise in the river may occur at any time and we are confident that when it does come considerable damage will be done to our embankment and tracks.

Will you please investigate this matter with view of having the Contractor proceed at once to take some action toward removing this obstruction?

Yours truly.

S. MURRAY

ANSWERED
S. H. Probert

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

PR #80

La Grande, Oregon,
October 19, 1923.

31 PD-1
Rock in River.

RECEIVED
OCT 22 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

NOTED

Dear Sir:

Your communication of the 17th received relative to $8,000 deduction in connection with the Sloane contract for surfacing Unit No. 2 of the Island City - Elgin section in Union county.

Your solution of this question is I believe very good and will amply protect the State's interests. I realize I was taking rather severe measures but I had not been able to get any satisfaction from Mr. Sloane in this matter and wished to bring the matter to a head before the State's interests were jeopardized.

The Sloane Construction Company are the type of contractors that offers what might be termed passive resistance and it sometimes becomes necessary to use a club to whip them into line. However, I now believe that Mr. Sloane realizes the seriousness of the situation and we will not have any further trouble, but it is just as well to have the club handy.

Very truly yours,

Division Engineer.

RHB V

PR #80

REFERRED TO E. R. A. K.

La Grande, Oregon,
October 16, 1923.

RECEIVED
OCT 13 1923

Mr. S. Murray,
Oregon-Washington Railroad & Navigation Co.,
Portland, Oregon.

REFERRED TO S H D BY R. A. K.

Dear Sir:

This is to acknowledge receipt of your communication of the 12th instant referring to removal of rock from the Grande Ronde River near mile post 17 on the Joseph Branch Line. Please be advised that the contractor is removing this rock day by day and crushing same for use in macadamizing the highway. In about three weeks on release of equipment from crusher above Rhinehart he expects to install drag-line to remove rock from the middle of the channel and place it against the railroad embankment as riprap protection. In other words, he will use the major portion of the material in surfacing operations which will be consumated in about two months and such additional material as is not used will be placed longside the railroad embankment, or rather the shore line of the stream adjacent to the river as protection to the railroad company.

In view of the fact that the contractor will use the major portion in his surfacing operations it would not be fair to require him to re-handle the rock twice, in fact he would not be able to drag it to the crusher if it was moved away from its present position.

As a guarantee that this work will be done the State is withholding $8,000 from the contractor's estimate, which amount will be deducted on a sliding scale as the rock is removed.

I do not believe you have any cause to fear high water in the Fall as the old inhabitants here state that the Grande Ronde River rises very slightly in the fall of the year.

Yours respectfully,

R. H. Baldock

R. H. BALDOCK,
Division Engineer.

CC to Mr. Klein
CC to Mr. Devers
CC to Mr. Bollens
CC to Mr. Bishop

October 17th, 1923.

PR #80

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to your recent letter recommending that $8,000.00 be deducted from the estimates in connection with the Sloane Contract for the surfacing of Unit #2, of the Island City-Elgin Section, to protect the State in case the Sloane Construction Company fails to remove the rock which has been blasted into the river adjacent to their crusher set-up, and in case they fail to properly protect the railroad property on the opposite side of the river.

After discussing this matter in detail with Mr. Klein, we have concluded that it would be inadvisable at this time to deduct from the contractor's estimates the full estimated cost of removing the rock concerned, and that our interests will be fully protected if we simply make arrangements which will insure the retention at the end of the work of a sufficient amount to cover the cost of the removal of such rock as may at that time remain in the stream, and to cover such other deductions as it will be necessary to make from the final payment.

To accomplish this, we have decided that it would be best to allow the retained percentage to continue at fifteen percent of the total value of work performed, not stopping this retained percentage at seven and one-half percent of the contract price, as is our usual practice. By retaining the full fifteen percent, we will at the end of the work have retained approximately $12,000.00, which amount should be sufficient to cover the lump sum deduction of $5,000.00 to be made as per contract, and to fully protect us in the matter of the removal of rock and the protection of the railroad property. We feel that there is no reason to believe that the Sloane Construction Company will not, prior to the completion of the work take care of at least the major portion of this extra work.

Subsequent to our decision in this matter, Mr. Sloane was in the office, and we agreed with him that if he would at once proceed with the installation of the drag-line outfit with which he proposes to remove the rock from the stream, and if he would further agree to excavate a channel through this rock near the west bank of the River before there is any danger of flood, we would make no deduction at this time. This arrangement was agreeable to Mr. Sloane, and he promised to proceed accordingly.

Please keep us advised as to the progress of the contractor in taking care of this matter, and let us have your recommendations in case anything developes which would seem to indicate that Mr. Sloane is not proceeding as the interests of the State and Railroad Company seem to demand.

We trust that our arrangement with Mr. Sloane will not in any way be contrary to your wishes.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:TW

...ON PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

Oregon State Highway Commission
RECEIVED
OCT 15 1923

83 SIXTH STREET
PORTLAND, OREGON
October 12, 1923.

Mr. R. H. Baldock,
Division Highway Engineer,
Oregon State Highway Commission,
La Grande, Oregon.

REFERRED TO
[illegible]
BY R. A. K.

Dear Sir:-

Reference your letter to Mr. Klein under date August 18th regarding removal of rock in the Grande Ronde River near Mile Post 17, Joseph Branch, caused by blast in constructing the highway.

It is now nearly the middle of October and practically nothing has been done toward removing this rock which we inspected several days ago. Heavy rains might cause the river to rise at any time from now on which will make the work of removing the rock very much more difficult and expensive. It is our view that the State should take some action toward removing the rock before the river rises to any appreciable extent. I would be very glad to hear from you as to what your immediate plans are in this respect.

Will you kindly advise.

Yours very truly,

S. Murray.

c/c - Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

c/c - Mr. J. M. Devers,
Assistant Attorney General,
Salem, Oregon.

c/c - Mr. W. Bollons,
Supt., La Grande, Ore.

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
October 12, 1923.

RECEIVED
OCT 13 1923

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention Mr. Probert

Regarding estimate #7 of Contract #580 for Unit #2 of the Island City - Elgin section of the La Grande - Wallowa Lake highway in Union County, contract held by the Sloan Construction Company, in conformity with my letter of October 10th, I have deducted $8000 from the estimate as a guarantee that the Sloan Construction Company will remove the rock from the river which will cause damage to the railroad company.

Now the Sloan Construction question our authority to make this deduction and indicate that if same is made, they will bring suit for collection, claiming we have no right to withhold this payment when there is no damage being done at the present time,and no material damage has been done to date.

According to my viewpoint while there is no damage being done at the present time, there is no question unless the Sloan Company clean this channel before the spring floods there will be material damage to the railroad company. I have talked with Mr. Sloan and he has never given me any satisfaction about his plan for cleaning this river and protecting the river embankment and inasmuch as the railroad company will hold us responsible I believe the Highway Commission should protect themselves against any contingencies that might arise.

In all probability the Sloan Construction Company will be able to move the major portion of this material from the river this fall but they will still be required to place rip rap protection against the railroad embankment. I would suggest that you confer with Mr. Devers and ascertain the correct procedure in this instance. Kindly advise me in regard to the matter.

SHP
Please see me about this.
RAK

OREGON STATE HIGHWAY COMMISSION
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Yours respectfully,

R. H. BALDOCK,
Division Engineer.

RHB M

P. S. Since writing the above Mr. Hutchinson, Union County Commissioner, called and stated that the farmers in that part of the valley had protested about leaving this dam across the river, stating if same was not removed they would suffer material damage by reason of backing water over their land and Mr. Hutchinson, representing the County Court, requests that we withhold at least $5000 pending removal of this rock.

I see no reason to change my former recommendation of $8000.

Sloan states he will throw up his contract. Have advised that in that case we will call on his sureties - to complete job.

BR

OREGON STATE HIGHWAY COMMISSION

AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon.
October 9, 1923.

OCT 12 1923

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention Mr. Probert

In reference to your communication of the 4th instant regarding retaining sufficient money to cover removal of rock from the river and protect the railroad company's property in the Grande Ronde canyon on the Island City - Elgin Unit #2 contract held by the Sloan Construction Company.

Please be advised there are approximately 8000 yards now in the river. The Sloan Construction Company have 9500 yards yet to put on the highway from this quarry and in addition have a little over 4000 to put on a market road adjacent to the highway, so in all probability they will require more rock for macadam than has been shot into the river. They plan on using two drag lines, one to haul the material out of the river and the other to carry it to the crusher. This additional drag line equipment will be installed as soon as they start pulling rock from the river channel proper. I have also advised them it will be necessary for them to rip rap adjacent to the railroad property on account of the fact that some of the bank was washed out by the waves caused by the ~~shock~~. Prior to this instance the growth of willows protected the bank. They have advised Mr. Bishop in lieu of rip rap they would dragline material from the river channel against the bank which will serve the same purpose.

Now I have instructed Mr. Bishop to accurately cross-section the quantity now in the river. This will give the quantity to be removed at the present time which I will estimate at ~~$1.00~~ 1.00 per cubic yard. He will then keep a record of the quantity removed from the river each month, deducting same from the original amount and reporting each time the amount of money that should be retained, based on the price of ~~$1.00~~ 1.00 per cubic yard to remove material that remains in the river. In other words the deduction from their estimate to guarantee the removal of material from the river would be on a sliding scale, decreasing each month in proportion to the amount they had removed the preceeding month.

SALEM
OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

Mr. Bishop will make this report at the time he submits the next monthly estimate, but in the meantime I would advise you to withold ~~$5,000.~~ $8000.

Yours respectfully,

R. H. BALDOCK,
Division Engineer

RHB M

CC to Mr. Bishop

October 4th, 1925.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to your letter of August 18th, in regard to the damage resulting from the Sloane Construction Company's having obstructed the river channel adjacent to their work on the ~~Highland~~ City - Elgin Section.

If any deductions are to be made from the contractor's estimate in order to protect the interests of the State in this matter, we should be so advised as soon as possible, in order that the deductions may be made while we are retaining sufficient money to cover same.

You will recall that there is a lump sum deduction of $5,000 to be made from the final estimates in connection with the Sloane contract in accordance with the contractor's original bid.

It is possible, also, that at the last minute, we will receive a number of claims from the Equipment Department, and if there is added to these a considerable deduction to cover the repair work that will have to be done on the river channel and adjacent railroad property, it is quite possible that ~~after~~ if any more payments are made to the contractor, we will not have a sufficient amount retained to cover the deductions. It is for this reason that we desire to be advised at this time.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:TW

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 20 1923
OREGON
STATE HIGHWAY COMMISSION

La Grande, Oregon,
August 18, 1923.

31 PD-1
Blast near M-P 17.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Herewith correspondence which is self explanatory in reply to your letter of the 14th relative to Mr. Murray's letter of the 8th in regard to operations of the Sloane Construction Company near mile post 17 On the Joseph Branch.

From this correspondence you will note that the contractor has been advised by both Mr. Bishop and myself that they will be expected to make good all damage caused to the railroad property by this blast and to remove sufficient rock from the channel to give ample waterway, and I further advised this company that it would be necessary to rebuild and rip rap that portion of the railroad right of way that has been washed out.

I anticipate that we willhave some trouble in forcing the contractor to do this work. On my next inspection trip I will en eavor to arrive at an estimate of the cost of rebuil in , an rip rap in , and will suggest that this amount be held from the final estimate until they do the work. The contractor started this week re-

ANSWERED
S. H. Probert

SHP
Please see that this feature is cleaned up before final is paid. RALC

OREGON STATE HIGHWAY COMMISSION
SALEM

31 PD-1-- Blast at M-P 17-- Mr. Klein-- 2--

moving rock from the channel. This is being done by drag line, so I do not anticipate any further trouble in this connection.

Very truly yours,

Rob Baldock

RHB V

Division Engineer.

Encl..

Portland, Oregon, August 8, 1923

State Highway Commission,

Salem, Oregon

Gentlemen:

Attention Mr. Roy A. Klein, Secy.

Recently contractors having in charge the construction of the LaGrande-Joseph highway on the opposite side of the Grand Ronde River, from the Joseph Branch railroad of this Company at approximately Mile Post No.17 thereof, set off a heavy blast which so disturbed the course of the river as to cause a large wave of water to roll over the railroad track and wash out some 250 or 300 feet of railroad fencing, and furthermore, threw into the river channel a considerable quantity of earth and rock, which obstructs the natural course of the water and which, during the periods of high water, will so divert the channel as to cause serious erosion upon the roadbed and right of way of the Railroad Company, thereby endangering its trains and possibly causing interruption of railroad service throughout a large territory.

We understand the contractors responsible for this occurrence are the Sloan Construction Company of Spokane, Washington. This letter is written in order to request that before the work of said contractors is finally accepted, or payment made therefor, they be required to remove from the channel of the Grand Ronde River at said point, all debris and rock deposited therein as a result of their operations, and that they be required to reimburse this Company for any damage to its property which has occurred or which may in the future occur as a result of said contractor's operations.

Very truly yours,

J Mucy.

cc to Mr. Roy A. Klein,
State Highway Engineer
Mr. J.M.Devers,
Asst. Attorney General

La Grande, Oregon,
April 30, 1923.

31 PD-1

Sloane Construction Co.,
Imbler, Oregon.

COPY

Dear Sirs:

In reference to your quarry in the Elgin Canyon, near the overhead crossing at Rhinehart, which you have recently shot, please refer to page 5 of your contract 480.

The bank of the river on the railroad side is now washing and cutting, due to the rock obstruction from your recent shot, and it will be necessary to construct a considerable amount of rip rap immediately to save the railroad grade; also it will be necessary to replace several hundred feet of railroad right of way fence damaged from the shot, and remove sufficient rock from the river to allow a free flow of the water during highwater.

Very truly yours,

J. L. BISHOP,

JLB V

Resident Engineer.

cc R. W. Baldock, Division Engineer.

COPY

La Grande, Oregon,
August 9, 1923.

31 PD-1
Obstruction in River at M. P. 17.
Joseph Branch Line.

Mr. S. Murray,
Assistant Chief Engineer,
Portland, Oregon.

COPY

Dear Sir:

Replying to your letter of August 6th and with further reference to your letter of May 21st regarding the obstruction in the Grande Ronde River at Mile Post 17 on the Joseph Branch, would advise that the contractors expect to start removing this rock with drag line the first of next week.

Very truly yours,

R. H. BALDOCK,

Division Engineer.

RHB V

cc W. Bollons.

cc J. M. Bishop.

COPY

La Grande, Oregon,
May 19, 1923.

31 PD-1
Re: Blast near Rhinehart.

Sloane Construction Co.,
210 Columbia Building,
Spokane, Washington.

COPY

Dear Sirs:

With regard to the blast you put off at the quarry in the Grande Ronde Canyon below Rhinehart I note you have partially blocked the river, raising the water and endangering the railroad embankment.

In accordance with your contract you are responsible for all damage in matters of this kind, we advise that you make immediate preparation to alleviate this condition.

The railroad embankment should be rip rapped to prevent further erosion, and enough of the rock removed from the river channel so as to lower the water level as the spring floods will cause the water to back up on the farms above the canyon.

Very truly yours,

COPY

R. H. BALDOCK,
Division Engineer.

RHB V
cc J. . Bishop, Resident Engineer, Imbler, Oregon.

#580

31-GD-1

CITY GARAGE

November 24, 1923

P R GO

City Garage,
Mr. E. C. Gettings, Prop.,
Elgin, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of the 23rd inst. stating that you had a claim in amount $400.00 against the Sloane Construction Company and requesting information as to how to collect.

In reply will say that we have no means of passing on your claim but suggest that you file a detailed statement with the surety on the bond furnished by the Sloane Construction Company in connection with this work. This bond is for the purpose of protecting all labor and material claims and is good for one year from the date of completion of the contract.

The surety on the bond furnished by the Sloane Construction Company is the Fidelity & Deposit Company of Maryland, R. E. Pinney, Casco Building, Portland, Oregon, agent.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

THE WORK, CYLINDER REBORING
OXY-ACETYLENE WELDING

CITY GARAGE

E. C. GETTINGS, PROP.

ELGIN, OREGON

RECEIVED
NOV 24 1923
OR

Nov 20-1923.

State Highway Commission
Salem Ore

Gentlemen

I have a bill against the Sloan Const Co of Heppner for $400.00 It seems that notodg is able to collect from them. Will you kindly advise if it will be necessary for me to turn this account in to the State Highway Commission

Yours truly
E C Gettings
Elgin Ore.

#580
Unit 2 Oklahoma City - Ogden Hwy
Paulsby & Hospital Co Highway
Paving

Form 1217A

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	X
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

PR-80

Send the following message, subject to the terms on back hereof, which are hereby agreed to

NOVEMBER 21, 1925

NICHOLS, HALLOCK & DONALD,
BAKER, OREGON.

SUNSET SLOANE CONSTRUCTION COMPANY FOR UNIT TWO ISLAND CITY ELGIN SECTION IS FIDELITY AND DEPOSIT COMPANY OF MARYLAND R E FISHER AGENT CASCO BUILDING PORTLAND

ROY A. KLEIN

Collect.

By

Chief Clerk.

HBG:LH

Form 1204

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 497 STATE ST., SALEM, ORE.

25PR MS 23

BAKER ORG 1003AM NOV 21 1923

STATE HIGHWAY COMMISSION

SALEM ORG

PLEASE WIRE OUR EXPENSE NAME OF COMPANY WHO WROTE BOND COVERING CONTRACT SLOAN CONSTRUCTION COMPANY FOR ELGIN ALICEL SECTION OF LAGRANDE JOSEPH HIGHWAY.

NICHOLS HALLOCK & DONALD

1019AM

ANSWERED
H. B. O.

Fidelity & Deposit
Portland

By

Chief Clerk.

HBG:LM

November 16, 1923

P R 80

Road Builders' Equipment Company,
554 Belmont Street,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of the 15th inst. with further reference to your claim against the Sloane Construction Company in which you intimate that you expect us to hold up payment to this company until your claim has been settled.

Please be advised that it is not the practice of this department to pass on claims or to hold up payments to contractors unless the request comes in the form of an attachment or garnishment. We are therefore, unable to hold up payments to the Sloane Construction Company unless your claim is presented in this fashion.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

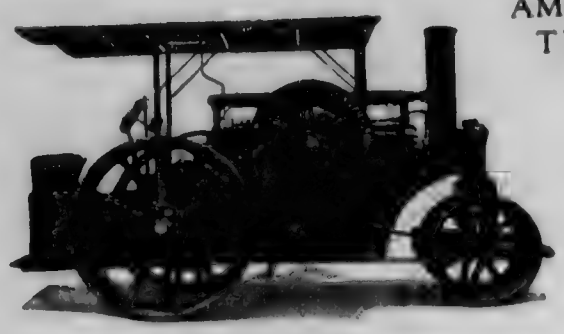
HBG:LM

C. A. RIEMCKE, *Treasurer* C. P. CRAMER, *Secretary*

ROAD BUILDERS' EQUIPMENT CO.

SMITH CONCRETE MIXERS AND PAVERS
GALION LINE OF ROAD MACHINERY
AMERICAN STEEL SCRAPER CO. LINE
TELSMITH ROCK CRUSHERS

354 BELMONT STREET
Between E. 2nd and E. 3rd
TELEPHONE EAST 6526



Galion Motor Roller

PORTLAND, OREGON

Telsmith Gyratory Crusher

November
Fifteenth
1923

RECEIVED
NOV 16 1923
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Commission,
Salem , Oregon.

Dear Sir:

We wrote you some time ago with reference to an account for supplies that we have against the Sloane Conetruction Company, who have the contract for Unit #2 Island City Elgin Section, La Grande-Wallowa Lake Highway in Union County, who are bonded in the Fidelity & Deposit Company of Maryland.

We have advised the bonding company regarding the matter and they have in turn advised us that they would take the matter up immediately with the Sloane Construction Company.

We thought it proper to advise you so that you might not make any final settlement with these people for their work until this bill has been paid. We will advise you when payment is made to us.

Very truly yours,

ROAD BUILDERS EQUIPMENT COMPANY

C P Cramer

Secretary.

CPC ie

ANSWERED
H. B. G

NOTED
H. B. GLAISYER

November 13, 1923

~~01 02~~

RR 8.0

Mr. L. S. Weeks,
c/o Mr. E. E. Fiske,
Chamber of Commerce Building,
Portland, Oregon.

Dear Sir:

In reply to your letter of the 10th inst. requesting the name of the surety on the bond furnished by the Sloane Construction Company in connection with their work in Union County, please be advised that the surety company in this instance is the Fidelity & Deposit Company of Maryland, R. E. Pinney, Gasco Building, Portland, Oregon, agent.

The name of the contract which the Sloane Construction Company have is contract No. 560 for the construction of surfacing on Unit No. 2, Island City-Elgin Section.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HSG:LM

INSURANCE

L. S. WEEKS

New Foley Building
La Grande, Oregon

November 10th, 1923

Mr. Roy A. Klein,
State Highway Egineer,
Salem, Oregon.

Dear Sir:-

Kindly advise me what bonding company is surety for the Sloan Construction Co., for their work in Union County.

Please address me in care of E. E. Fieke, Chamber of Commerce Building, Portland, Oregon, as I expect to be in Portland during the coming week.

Yours Very truly,

L. S. Weeks

Contract #583
Unit #2 Grading ... Miles.
Surfacing + Bridges ... & Structures
Oil & Finish ... Contract.
Plant ... Contract.

ANSWERED
H. B. G.

FACTS

LA GRANDE — ON THE OLD OREGON TRAIL

Population	8,000
Incorporated	February 23, 1885
Form of Government	Commission-Manager
Elevation	2782
Tax Valuation (1922-80 per cent.)	$4,749,650.00
Bonded Indebtedness	$213,000.00
Per Capita Tax	8.86
Assets	$600,156.32
Fire Loss (1921)	$7,165.20
Banks	Two
Total Deposits	$2,715,730.11
Resources	$3,449,478.49
Savings Deposits	$1,151,709.65
Dwellings	1800
Per Cent. Wired for Electricity	90
Number of Telephones	1783
Mean Annual Temperature	48.6
Mean Maximum Temperature	60.2
Average Seasonal Rainfall	20 inches
Number of Income Tax Payers	933
Number of Grade Schools	Three
Private Schools	One
Number of School Children	2111
Number in High School	427
Valuation of School Property	$402,314.00

Nine Church Buildings; Three Theatres; Twelve Lodge Organizations

Twelve miles paved streets, approximately $200,000 to be spent in paving in 1923.

Division point of the Union Pacific, which has a payroll for the City and County of $300,000.00 monthly.

Lumber mills in or near the city have a combined monthly payroll of $140,-000.00.

Ninety-five per cent. of the population of Eastern Oregon reside within a radius of 100 miles of La Grande.

UNION COUNTY — IN THE HEART OF THE BLUE MOUNTAINS

Population (1920)	16,636
Valuation (1922-80 per cent.)	$26,212,139.00
Area in Square Miles	2007
Area in Acres	1,284,480
Number of Farms	1279
Improved Land in Farms	178,021
Average Acreage per Farm	345.4
Native White Farmers	1,160
Foreign Born White	119
Percentage of Farms Operated By Owners	80.6
Valuation of Farm Property	$28,168,416.00
Average Value Per Farm	$22,024.00
Valuation of Livestock	$2,690,066.00
Livestock Products	$454,329.00
Value of All Crops (as follows)	$4,625,388.00
Cereals, Grains and Seeds	$2,367,195.00
Hay and Forage	$1,598,006.00
Fruits and Nuts	$467,570.00
Vegetables	$191,617.00

Form No. 39—33292—6M—8-23

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov. 10. 1923

Job Name Island City - Elgin Unit 2

Week from Nov. 4. to Nov. 10

Mail Address Baker, Oregon.

Highway La Grande - Wallowa Lake

Telegraph or Telephone Address None

County Union Job Prefix 31 PD-1

Express and Freight Address Baker, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The surfacing is complete with the exception of approximately 500 feet where the entry site and crusher is, and about 600 yd. of maintenance material.

There will be no further work done on this job untill the Indian Creek Market road is completed from the present crusher site.

NOTED
R.A.K.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 11.5 .....

Miles completed ..... 11.2 .....

Miles partially done ..... 0 .....

Average daily yardage placed this week ..... 100 .....

Average daily yardage necessary to complete on time ..... Time up .....

Contractor's average force for week ..... 40 ..... *men,*

..... 10 ..... *teams,* ..... 4 ..... *trucks*

Percentage of total required yardage now in place ..... 95 .....

Surfacing will be completed about ..... 9 .....

Number men in Engineering Party ..... 4 .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 21 PD-1 ..... *Percentage* ..... 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PR 80

Letter to C. H. Purcell

of September 17, 1923

encl. vouchers on Project #80

filed against P. R. 6 - Unit 2

PR 80

Letter to Bureau of Public Roads

of June 19, 1923

encl. vouchers on Project 80

filed vs PR 6

RG 80

Letter to
Bureau of Public Rds
of 8-23-23
encl. vouchers on
Proj 8.0, filed
in RG 0-9

PR80

Letter of October 17, 1923

to

Bureau of Public Roads

enclosing F. A. vouchers
on P. R. #80

filed against P. R. #59

0980

Letter to
Bureau of Public Roads
of 7-17-23
enclosing 4 copies of
F. P. application for P.R. #50
filed against P.R. 59

F No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

OCT 26 1923

FR80

Date Oct. 20, 1923

Job Name Island City - Elgin Unit #2

Week from Oct. 14 to Oct. 20.

Mail Address Imbler, Oregon.

Highway La Grande-Wallowa Lake

Telegraph or Telephone Address Imbler, Ore.

County Union Job Prefix 21 PD-1

Express and Freight Address Imbler, Orex.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Plant #1 has been able to run all week and are turning out fair yardage.

Plant #2 has finished through the town of Elgin and up to where the County is making the fill at the bridge. The last two days this plant has been furnishing material for the section from Rhinhart over crossing to Alical, they will continue on this section untill the County finishes their contract.

Signed J. N. Bishop

Title Resident Engineer.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....11....

Miles completed ....8....

Miles partially done ....3....

Average daily yardage placed this week ....1200....

Average daily yardage necessary to complete on time ....Time up....

Contractor's average force for week ....40....men,

....10....teams, ...4....trucks

Percentage of total required yardage now in place ....75.2%....

Surfacing will be completed about ....Nov. 1....

Number men in Engineering Party ....4....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....21-1.... *Percentage* ....100....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs ..... *Percentage*.....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct. 13, *1923*

Job Name Island City - Elgin Unit #2 PR 88 *Week from* Oct. 7, *to* Oct. 13.

Mail Address Imbler, Oregon.

Highway La Grande - Wallowa Lake *Telegraph or Telephone Address* Imbler, Oregon.

County Union *Job Prefix* 31 PD-1 *Express and Freight Address* Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Plant #1 has done pretty fair work this week have been able to get out a total of 197 yards of rock this week.

Plant #2 operated all week with the exception of the first day which they were compelled to stop on account of rain.

OCT 17 1923

Signed J. N. Burton

Title Res. Eng.

(See back of this sheet for instructions and detailed information.)

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Rep't No. 88

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....11.5....

Miles completed ....8.0....

Miles partially done ....3.5....

Average daily yardage placed this week ....125....

Average daily yardage necessary to complete on time ....Time up....

Contractor's average force for week ....40....*men,*

....10....*teams,* ....4....*trucks*

Percentage of total required yardage now in place ....75....

Surfacing will be completed about ....Nov. 1....

Number men in Engineering Party ....4....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....1 PD*1.... *Percentage* 100....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

and detailed information.)

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
R. A. K.

Date Oct. 6., 1923

Job Name Island City - Elgin Unit #2 — Week from Sept. 30 to Oct. 6.

PTT0 — Mail Address Imbler, Oregon.

Highway La Grande - Wallowa Lake — Telegraph or Telephone Address Imbler, Oregon.

County Union — Job Prefix 31 PD-1 — Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Plant #1 has been able to run for a few hours each day but owing to a series of small break downs they have only a small daily average output to show for their work.

The steady down fall of rain has not damaged the road in the least but is a great handicap to the contractor for if he is able to work the belts soon get wet and slipery and will not turn the crusher over.

Plant# 2 has been running all week untill to-day and have been making a fair average. If this plant can keep up the same steady pace for the next 2 weeks this section will be completed.

ENGINEER
OCT 8 1923

Signed J. N. Bishop

(See back of this sheet for instructions and detailed information.)

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....11.5....

Miles completed ....6.5....

Miles partially done ~~11.5~~ 5.0

Average daily yardage placed this week ....195....

Average daily yardage necessary to complete on time ....Time up....

Contractor's average force for week ....40....men,

....12....teams, ...4....trucks

Percentage of total required yardage now in place ....70....

Surfacing will be completed about ....Nov. 1....

Number men in Engineering Party ....4....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....31 PD-1.... *Percentage* 100

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
R. A. K.

PR 80

Date Sept. 29, 1923, 192

Job Name Island City - Elgin Unit #2 — Week from Sept. 23 to Sept. 29.

Mail Address Imbler, Oregon.

Highway La Grande - Wallowa Lake. — Telegraph or Telephone Address Imbler, Oregon.

County Union — Job Prefix 31 PD-1 — Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Plant #1 has been closed practically all week and it now seems doubtful if this road will be completed this fall.

The road is in excellent condition since the rain.

Plant #2 has also been closed a good portion of the week.

Mr Morrison of the Bureau of Public Roads inspected the road this week and seemed to be dissatisfied with the clay filler being used. We are useing 3 cu. yd. of clay per hundred feet and that only on the sand ridge. The road since useing the clay looks excellent to me.

RECEIVED
OCT 3 1923

Signed J. H. Bishop

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....11.5....

Miles completed ....5....

Miles partially done ....11.5....

Average daily yardage placed this week ....100....

Average daily yardage necessary to complete on time ....Time up....

Contractor's average force for week ....40....men,

....10....teams, ...4....trucks

Percentage of total required yardage now in place ....65%....

Surfacing will be completed about ....Nov. 1....

Number men in Engineering Party ....4....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....31 FD-1.... *Percentage* ....100....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

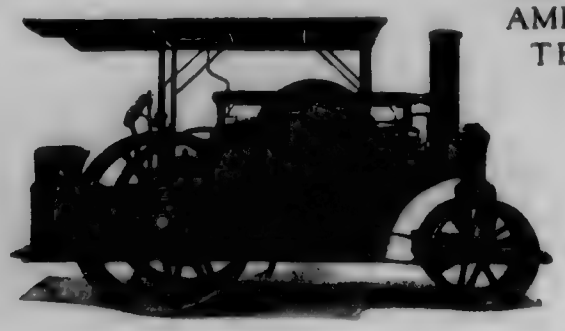
Other jobs..... *Percentage*.....

J. L. LATTURE, Pres. and Mgr. C. A. RIEMCKE, Treasurer C. P. CRAMER, Secretary

ROAD BUILDERS' EQUIPMENT CO.

SMITH CONCRETE MIXERS AND PAVERS
GALION LINE OF ROAD MACHINERY
AMERICAN STEEL SCRAPER CO. LINE
TELSMITH ROCK CRUSHERS

354 BELMONT STREET
Between E. 2nd and E. 3rd
TELEPHONE EAST 6526



Galion Motor Roller

PORTLAND, OREGON

Telsmith Gyratory Crusher

October
Eighth
1923

Mr. H.B. Glaisyer, Chief Clerk,
Oregon State Highway Commission,
Salem , Oregon.

Dear Sir:

We have your favor of October Fifth giving us the information regarding our claim against the Sloan Construction Company.

We will handle this matter as you have suggested and wish to thank you for your promptness in advising us.

Very truly yours,
ROAD BUILDERS' EQUIPMENT COMPANY

President .

JLL de

NOTED
H. B. GLAISYER

#580

October 5, 1925.

Mr. J. L. Latture,
Road Builders' Equipment Company,
806 Belmont Street,
Portland, Oregon.

PP #80

Dear Sir:

We have today received a letter from our Division Engineer, Mr. R. H. Baldock of La Grande, regarding your claim in amount $831.80 against the Sloane Construction Company, contractors for the surfacing of Unit No. 2, Island City-Elgin Section of the La Grande-Wallowa Lake Highway in Union County.

Due to the fact that we have no way of passing on claims of this kind against contractors, it is our practice in all cases to refer the claimant to the surety on the bond furnished by the contractor. Following out this practice we would suggest that you file your claim with the Fidelity & Deposit Company of Maryland, surety on the bond furnished by the Sloane Construction Company in this particular instance. The Portland agent of this surety company is R. E. Pinney, Gasco Building, Portland.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By _____
Chief Clerk.

RBG:LH
cc. R. H. Baldock, Division Engineer, La Grande, Oregon.

October 6, 1925.

Fidelity & Deposit Company of Maryland,
c/o R. L. Finney, Agent,
Ozmun Building.
Portland, Oregon.

PR #8

Gentlemen:

This letter is to advise you that we have today received a claim in amount $321.50 against the Sloane Construction Company for supplies furnished them in connection with their contract for surfacing Unit No. 2, Island City-Elgin Section of the La Grande-Wallowa Lake Highway in Union County.

This claim has been filed by Mr. J. L. Latture for the Road Builders' Equipment Company, 354 Belmont Street, Portland, Oregon.

We give you this information as surety on the bond furnished by the above mentioned contractors in connection with this work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

RAK:LM

cc. R. H. Baldock, Division Engineer, La Grande, Oregon.

OREGON STATE HIGHWAY COMMISSION

SALEM, OREGON.

October 5, 1925.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

PR #80

Dear Sir:

In reply to your letter of the 3rd inst. regarding claim of Mr. Latture against the Sloane Construction Company, please be advised that the manner in which you handled this claim is practically the same as such are handled through this office, with the exception that in all cases we advise the surety that the claim has been filed.

We enclose herewith a copy of our letter to Mr. Latture and also a copy of our letter to the surety company.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM
Encls.

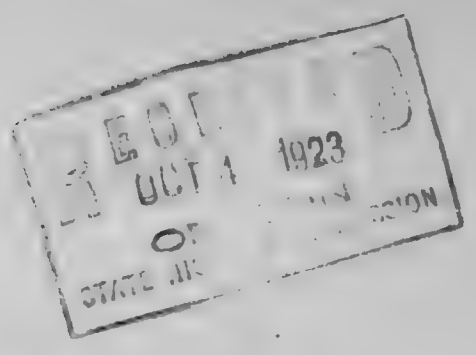
ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon.
October 3, 1923.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.



Dear Sir:

Will you please furnish Mr. Latture with the name and address of the surety company on Contract No. 580 for surfacing the Unit #2 Island City-Elgin section of the La Grande-Wallowa Lake highway, in Union County, contract held by the Sloan Construction Company at Spokane, Washington.

Mr. Latture submits claim for unpaid bill against the Sloan Construction Company and you will note I have advised him to confer with the surety company. Please advise if this is the proper manner of handling a request of this nature.

Very respectfully,

R H Baldock

R. H. BALDOCK,
Division Engineer.

RHB M

La Grande, Oregon.
October 3, 1923.

Mr. J. L. Latture,
Road Builders' Equipment Co.,
354 Belmont St.,
Portland, Oregon.

Dear Sir:

Your communication of the 27th instant addressed to Judge U. G. Couch regarding unpaid balance of the Sloan Construction Company, amounting to $821.50, has been referred to me for answer. The Sloan Construction Company have a contract with the state of Oregon and not with Union County and my advice to you would be to file your claim with the surety company for this contract. It so happens that my copy of the contract does not give the sureties and I am today writing Mr. Klein, State Highway Engineer, requesting that he furnish you with the name and address of the surety company.

Yours respectfully,

R. H. BALDOCK,
Division Engineer.

RHB M

CC to Mr. Klein

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
SEP 21 1923

GJR80

Date Sept. 15, 1923., 192

Job Name Island City - Elgin Unit #2. *Week from* Sept. 9 *to* Sept. 15.

Mail Address Imbler, Oregon.

Highway La Grande - Wallowa Lake *Telegraph or Telephone Address* Imbler, Oregon.

County Union *Job Prefix* 31 PD-1 *Express and Freight Address* Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

R. A. K.

Plant #1 has been operating about as usual being broken down several times during the week. The clay filler has been hauled over a good portion of the job and it is doing all that was expected of it. The top course is now throurh the town of Imbler.

Plant #2 has operated all week. The base course has been placed as far as Elgin, The road has b en opened under the crushers and the base course has been placed as far as the overhead crossing.

Signed J. N. Bishop

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....115....

Miles completed ....3.0....

Miles partially done ....9.5....

Average daily yardage placed this week ....871....

Average daily yardage necessary to complete on time ....Time up....

Contractor's average force for week ....40....*men,*

....10....*teams,* ....4....*trucks*

Percentage of total required yardage now in place ....55....

Surfacing will be completed about ....Nov. 1....

Number men in Engineering Party ....4....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....31 FD-1.... *Percentage* ....100....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

(See back of this sheet for instructions and detailed information.)

Title Resident Engineer

For[illegible] o. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PR 80

Date Sept. 8, 192[illegible]

Job Name Island City - Elgin Unit #2 — *Week from* Sept. 2, *to* Sept. 8.

Mail Address Imbler, Oregon.

Highway La Grande - Wallowa Lake — *Telegraph or Telephone Address* Imbler, Oregon

County Union — *Job Prefix* 31 PD-1 — *Express and Freight Address* Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Plant #1 has operated all week in the day time but seems to have faculty to being broken down every night.

A new filler pit has been located on this sectionof a clay formation and will start hauling next week.

Plant #2 is operating in good shape both day and night. The base course from this plant will all be laid by the middle of next week from the crushing plant to the city limits of Elgin.

NOTED
R.A.K.

SEP 13 1923

Signed H. Bishop

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....11.5....

Miles completed ....2....

Miles partially done ....9....

Average daily yardage placed this week ....292....

Average daily yardage necessary to complete on time ....Time up....

Contractor's average force for week ....40....men,

....9....teams, ...4....trucks

Percentage of total required yardage now in place ....5%....

Surfacing will be completed about ....Nov. 1....

Number men in Engineering Party ....4....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....51 PD-1.... *Percentage* ....100....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 1, 1923., *192*.....

Job Name Island City - Elgin (R R 10

Week from Aug. 26 *to* Sept. 1.

Mail Address Imbler, Oregon.

Highway La Grande - Wallowa Lake

Telegraph or Telephone Address Imbler, Ordgon.

County Union *Job Prefix* 31 PD-1

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Plant #1 has been steadly increasing its output and the contractor has a new foreman coming to run this plant and will be here the first of the week. NOTED R.A.K.

Plant #2 has not been working very satisfactory. It has been necessary to close this plant down two days this week on account of subgrade conditions.

RECEIVED
SEP 1. 1923
STATE HIGHWAY COMMISSION

Signed J. N. Bishop

Title Resident Engineer.

(See back of this sheet for instructions and detailed information.)

Form No. 39.

RECEIVED
AUG 28 1922

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 11.5 .....

Miles completed ..... 2.0 .....

Miles partially done ..... 9.0 .....

Average daily yardage placed this week ..... 155 .....

Average daily yardage necessary to complete on time ..... Time up .....

Contractor's average force for week ..... 30 .....*men,*

..... 10 .....*teams,* ..... 4 .....*trucks*

Percentage of total required yardage now in place ..... 45 .....

Surfacing will be completed about ..... Nov. 1. .....

Number men in Engineering Party ..... 4 .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD-1 ..... *Percentage* ..... 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
AUG 28 1923

R-7-80

Date August 25, 1923., 192

Job Name Island City - Elgin Unit #2

Week from Aug.19 to Aug.25

Mail Address Imbler, Oregon.

Highway La Grande - Wallowa Lake

Telegraph or Telephone Address Imbler, Oregon.

County Union Job Prefix 31 PD-1

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Both plant #1 and #2 have operated all week in a fashion, that is they have managed to have one or the other of the plants operating a portion of every day.

Plant #1 seems to be having considerable trouble to keep operating on account of the pulleys being out of line and throwing the belts, also the main shaft and rolls are sprung.

Plant #2 - The crushing capacity of this plant is limited by the size of the hoist and bagley however the contractor has coming a 10 ton hoist and a 2 yard bagley as is Christmas.

The rock as placed on the road is of excellent quality and is making a good road.

Signed J. N. Bishop

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 11.5 .....

Miles completed ..... 0.5 .....

Miles partially done ..... 8.0 .....

Average daily yardage placed this week ..... 192 .....

Average daily yardage necessary to complete on time ..... Time up .....

Contractor's average force for week ..... 25 .....*men,*

..... 4 .....*teams,* ..... 2 .....*trucks*

Percentage of total required yardage now in place ..... 38 .....

Surfacing will be completed about ..... ? .....

Number men in Engineering Party ..... 4 .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31 PD-1 ..... *Percentage* 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
R.A.K.

PQ #60

Date Aug. 18, 1923, 192

Job Name Island City - Elgin Unit #2

Week from Aug. 12 to Aug. 18

Mail Address Imbler, Oregon.

Highway La Grande - Wallowa Lake

Telegraph or Telephone Address Imbler, Oregon.

County Union Job Prefix 31 PD-1

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Plant #1 - Near Rhinehart has been idle all week on account of the crusher being broke. The contractor intends to get started the first of next week.

Plant #2 - In the canyon the crusher has operated the last four days this week.

The sub-grade has been very expensive for the contractor to get in shape because of it being composed of flat rock and dirt. The contractor used a grader to level as smoth as possible then had men hand rake the grade with garden rakes before laying the cushion, it was also necessary to dynamite several protruding rocks which showed up in the grade after the winter's settlement.

I consider the sub-grade in excellent condition as finally finished ahead of all base course layed.

RECEIVED
AUG 27 1923

Signed J. N. Bishop

Title Resident Engineer.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 11.5 .....

Miles completed ..... 0.5 .....

Miles partially done ..... 7.5 .....

Average daily yardage placed this week ..... 105.7 .....

Average daily yardage necessary to complete on time ..... Time up .....

Contractor's average force for week ..... 20 .....*men,*

..... 2 .....*teams,* ..... 2 .....*trucks*

Percentage of total required yardage now in place ..... 35 .....

Surfacing will be completed about ..... ? .....

Number men in Engineering Party ..... 3 .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD-1 ..... *Percentage* ..... 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED R.A.K.

PRTO

Date Aug. 11, 1923

Job Name Island City - Elgin Unit #2

Week from Aug. 5 to Aug. 11

Mail Address Imbler, Oregon.

Highway La Grande - Wallowa Lake

Telegraph or Telephone Address Imbler, Oregon.

County Union Job Prefix 31 PD-1

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The crusher has been broken down all week. The contractor expects to get started some time next week.

RECEIVED
AUG 22 1923

Signed J. H. Bishop

Title Assistant Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 11.5 .....

Miles completed ..... 0 .....

Miles partially done ..... 7 .....

Average daily yardage placed this week ..... 2 .....

Average daily yardage necessary to complete on time ..... 4522.5 .....

Contractor's average force for week ..... 0 .....*men,*

..... 1 .....*teams,* ..... 0 .....*trucks*

Percentage of total required yardage now in place ..... 31 .....

Surfacing will be completed about ..... ? .....

Number men in Engineering Party ..... 2 .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD-1 ..... *Percentage* ..... 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Title ..... Resident Engineer .....

Form No. 19.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PR-50

NOTED R.A.K.

Date July 28, 1923, 192

Job Name Island City - Elgin Unit #2

Week from July 22 to July 28.

Mail Address Imbler, Oregon.

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Orego

County Union Job Prefix 31 PD1

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has operated the crusher plant only one day this week, being broken down or repairing the plant the balance of the time.

It has been necessary to reject 40 cu. yd. this week on account of oversize.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer.

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 11.5 .....

Miles completed ..... 0 .....

Miles partially done ..... 7 .....

Average daily yardage placed this week ..... 17 .....

Average daily yardage necessary to complete on time ..... 1100 .....

Contractor's average force for week ..... 24 ..... *men,*

..... 4 ..... *teams,* ..... 3 ..... *trucks*

Percentage of total required yardage now in place ..... 35 .....

Surfacing will be completed about ..... ? .....

Number men in Engineering Party ..... 2 .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD1 ..... *Percentage* ..... 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

(... information.)

Title ..... Resident Engineer .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PR-70

Date Aug. 4, 1923

Job Name Island City - Elgin Unit #2

Week from July 29 to Aug 4. 1923.

Mail Address Imblar, Oregon.

Telegraph or Telephone Address Imblar, Oregon.

Highway La Grande - Wallowa Lake.

Express and Freight Address Imblar, Oregon.

County Union Job Prefix 31 PD1

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The crusher has been broken 4 days and fractions of the other 3 days.

RECEIVED
AUG 6 1923

Signed J. N. Bishop

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

Title Resident Engineer

Form No. 19.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....11.5....

Miles completed ....0....

Miles partially done ....7....

Average daily yardage placed this week ....33....

Average daily yardage necessary to complete on time ....1812.5....

Contractor's average force for week ....16....men,

....8....teams, ...2....trucks

Percentage of total required yardage now in place ....31....

Surfacing will be completed about ....?....

Number men in Engineering Party ....2....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....31 PD1.... *Percentage* 100

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED R. A. K.

Date July 21, 1923.

Job Name Island City - Elgin Unit #2

Week from July 15 to July 21

Mail Address Imbler, Oregon.

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Oregon.

County Union

Job Prefix 31 PD1

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The crusher at Rhinehart has been broken down two and one-Half days this week.

The base course is now completed from the grading at Rhinehart overhead crossing to the end of the surfacing at Alicel, the contractor intends to install the ¾" screen Sunday and be putting on the top course Monday.

RECEIVED JUL 30 1923

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer.

(See back of this sheet for instructions and detailed information.)

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 0

Miles partially done 7

Average daily yardage placed this week 137

Average daily yardage necessary to complete on time 780

Contractor's average force for week ..... 20 *men,*

2 *teams,* 2 *trucks*

Percentage of total required yardage now in place 35

Surfacing will be completed about ..... ?

Number men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

and detailed information.)

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you l[illegible]ed this week with percentage of this week's time on e[illegible]

This job 31 PD1 *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Title RESIDENT ENGINEER

Form No. 39.

PIKE

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 14, 1923

Job Name Island City - Elgin Unit #2

Week from July 8 *to* July 14.

Mail Address Imbler, Oregon

Highway La Grande-Joseph

Telegraph or Telephone Address Imbler, Oregon.

County Union *Job Prefix* 31 PD1

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The crusher has been broken and unable to run 2½ days this week, and on 2 other days one of the trucks has been out of order leaving only one truck to do the hauling.

RECEIVED
JUL 19 1923
OF

Signed J. N. Bishop

Title Resident Engineer.

(See back of this sheet for instructions and detailed information.)

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....11.5....

Miles completed ....0....

Miles partially done ....5.5....

Average daily yardage placed this week ....112....

Average daily yardage necessary to complete on time ....633....

Contractor's average force for week ....20....men,

....2....teams, ...2....trucks

Percentage of total required yardage now in place ....27....

Surfacing will be completed about ....?....

Number men in Engineering Party ....2....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

(See ... for instructions and detailed information.)

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....31 PD1.... *Percentage* ..100....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Title ....Resident Engineer....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PIT

NOTED
R. A. K.

Date July 7, 1933.

Job Name Island City Elgin Unit #2

Week from July 1 *to* July 7

Mail Address Imbler Oregon.

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Oregon

County Union *Job Prefix* 31 PD1

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This section has set up in very fine shape and even the base material is making a good road, the filler is very good.

JUL 11 1933

Signed J. N. Bishop

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed .....

Miles partially done 5

Average daily yardage placed this week 74

Average daily yardage necessary to complete on time 540

Contractor's average force for week 20 men,

2 teams, 2 trucks

Percentage of total required yardage now in place 22

Surfacing will be completed about ?

Number men in Engineering Party 2

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31 PD1 *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

(See back of this sheet for instructions and detailed information.)

Signed J. H. Wilson

Title Resident Engineer

Form . . 89.

PAID

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June. 30.1923, 192

Job Name Unit#2 Island City- Elgin

Week from June.24.1923 to June.30.1923

Mail Address Imbler, Oregon

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Oregon

County Union Job Prefix 31PD1

Express and Freight Address Imbler, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The weather has been ideal this week and although the plant operated twenty hours a day. the average daily yardage is only 136 Cu.Yds.

RECEIVED
JUL 10 1923
OFFICE

Signed J. N. Bishop

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed .....

Miles partially done 5

Average daily yardage placed this week 136

Average daily yardage necessary to complete on time 460

Contractor's average force for week 20 men,

2 teams, 2 trucks

Percentage of total required yardage now in place 21

Surfacing will be completed about ?

Number men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31PD1 *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 23, 1923., 192

Job Name Island City- Elgin

Week from June 17 to June 23.

Mail Address Imbler, Oregon.

Telegraph or Telephone Address Imbler, Oreg.

Highway La Grande - Joseph

Express and Freight Address Imbler, Oregon.

County Union Job Prefix 31 PD1

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has put in an electric lighting system at the plant and has been running a night shift which gives them a little more yardage.

The pit has been quite wet all week, and because of hard rains they had to shut down this afternoon.

Signed J. H. Bishop

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 0

Miles partially done 4

Average daily yardage placed this week 144.3

Average daily yardage necessary to complete on time 410

Contractor's average force for week 20 *men,*

2 *teams,* 2 *trucks*

Percentage of total required yardage now in place 18

Surfacing will be completed about ?

Number men in Engineering Party 2

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31 PD1 *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

FORM 3 10937-5000-10-22

R. A. BOOTH, EUGENE, CHAIRMAN
[illegible] YEON, PORTLAND
[illegible] BARRATT, HEPPNER
COMMISSIONERS

R. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PRIED

La Grande, Oregon,
June 22, 1923.

NOTED
R.A.K.

31 PD-1
Progress of Work.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to advise that the Sloane Construction Company have picked up considerably and have really done very well considering the weather conditions, on Unit No. 2, Island City - Elgin section of t e La Grande - Joseph Highway in Union county.

They have reorganized t.eir forces and seem to have more pep in t.eir work. Under these circumstances I would recommend t ey be allowed to retain the job and t.at we do not readvertise the job for the July meeting.

Very truly yours,

R H Baldock

R H Baldock
Division Engineer.

RHB V

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PRX 80

Date June 9, 1923

Week from June 3, to June 9,

Job Name Island City - Elgin

Mail Address Imbler, Oregon.

Telegraph or Telephone Address Imbler, Oregon.

Highway La Grande - Joseph.

Express and Freight Address Imbler, Oregon.

County Union. Job Prefix 31 PD1

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The crusher has run the last three days.

JUN 15 1923

Signed J. W. Bishop

Title Resident Engineer.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 0

Miles partially done .3

Average daily yardage placed this week 50

Average daily yardage necessary to complete on time 350

Contractor's average force for week 6 men,

1 teams, 2 trucks

Percentage of total required yardage now in place 12

Surfacing will be completed about ?

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31 PD1 *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

PRR 8

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 16, 1923. *19*

Job Name Island City - Elgin

Week from June 10, *to* June 16,

Mail Address Imbler, Oregon.

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Oregon.

County Union *Job Prefix* 31 PD1

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has broken his record on average daily output. weather conditions haw bothered some other wise they would have made a good showing.

Signed Walter M Ransom

Title Transitman

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.6

Miles completed 0

Miles partially done 3

Average daily yardage placed this week 87

Average daily yardage necessary to complete on time 370

Contractor's average force for week 10 men,

1 teams, 2 trucks

Percentage of total required yardage now in place 12

Surfacing will be completed about ?

Number men in Engineering Party 1

REP SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31 PDI *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 2, 1923

Job Name Island City - Elgin. Unit #2

Week from May 27. to June 2.

Mail Address Imbler, Oregon.

Highway La Grande - Joseph.

Telegraph or Telephone Address Imbler, Oregon.

County Union Job Prefix 31 PD1

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has only been able to run one day this week.

RECEIVED
JUN 7 1923
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 0

Miles partially done 2

Average daily yardage placed this week 12.14

Average daily yardage necessary to complete on time 311

Contractor's average force for week 2 men,

1 teams, 1 trucks

Percentage of total required yardage now in place 9

Surfacing will be completed about ?

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31 PD1 *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

NOTED
R.A.K.

//////////

La Grande, Oregon,
June 2, 1923.

RECEIVED
JUN 5 1923
OREGON
STATE HIGHWAY COMMISSION

Contracts 480 and 558.

Sloane Construction Co.,
414 Columbia Building,
Spokane, Washington.

PRES D

Dear Sirs:

Your two communications of June first, in answer to my letter to you of May 30th, relative to progress on your contracts for surfacing between Island City and Elgin and on Wallowa Hill, received.

I am inclosing herewith a copy of a letter from Mr. Roy A. Klein, State Highway Engineer, in regard to this matter. In this connection advise that in view of the adverse weather conditions to which you have been subjected lately I believe you should be given an opportunity to demonstrate what you can do with a willing spirit and fair weather. In view of this I am today writing to Mr. Klein recommending that you be given until June 25th, the date of the next regular meeting of the Oregon State Highway Commission, and if by that time your work is not progressing satisfactorily, provided weather conditions are such that the work cannot be pushed, I will recommend that the job be re-advertised, in accordance with the terms of your contract found on page nine, and that you be charged with the additional expense, if any, caused by this procedure. I trust this action will not be necessary.

I assure you there is no personal feeling or malice in my action, it being my duty to see that work on all contracts is pushed with due dilligence because of the expense and inconveniences

Sloane Constr. Co. 2—

delays of this kind bring to the traveling public. Your signal lack of attention to this work during the last ten months has caused much needless expense to the taxpayers of Union and Wallowa counties.

I trust you will realize the seriousness of this condition and give the matter your first attention.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

cc -- William Duby, Highway Commissioner.
cc -- Roy A. Klein, State Highway Engineer.
cc -- J. N. Bishop, Resident Engineer.

Mr. Klein
Herewith correspondence which is self explanatory
please return letter
RHB.

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 19, 1923

Job Name Island City - Elgin, Unite #2

Week from May 13, 1923 to May 19, 1923

Mail Address Imbler, Oregon.

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Oregon.

County Union Job Prefix 31PD1

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The crusher run the first four days of this week, weather conditions stoped them the last two days.

The filler is being kept within 500 feet of the last load of delivery on the base, and is of excellent quality, being sandy loam.

MAY 28 1923
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed J. M. Bishop

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 11.5 .....

Miles completed ..... 0 .....

Miles partially done ..... 2 .....

Average daily yardage placed this week ..... 50 .....

Average daily yardage necessary to complete on time ..... 275 .....

Contractor's average force for week ..... 8 .....men,

..... 3 .....teams, ... 1 .....trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about ..... ? .....

Number men in Engineering Party ..... 1 .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 P D 1 ..... *Percentage* 100.....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

P.R.E. 80

132

June 1, 1925

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

I have read with interest the carbon of your letter of May 30th addressed to the Sloane Construction Company relative to unsatisfactory progress being made on their work in Union and Wallowa Counties.

I think you are taking the proper position in this matter and if progress conditions are not improved please advise before our special meeting on June 9th at which time I will request authority from the Commission to take over this work and readvertise the same for new bids.

Very truly yours,

State Highway Engineer.

RAK:LM

cc. Mr. Wm. Duby, Chairman, State Highway Commission, Baker, Oregon.

////////

La Grande, Oregon,
May 30, 1923.

31 PD-L
Re: Progress of Work.

RECEIVED
MAY 31 1923

Sloane Construction Company,
210 Columbia Building,
Spokane, Washington.

Dear Sirs:

This is to advise that work under your contract for surfacing Unit No. 2 of the Island City - Elgin section of the La Grande - Joseph Highway in Union county, is not progressing in a satisfactory manner.

I have taken this matter up with you many times and you have not so far improved conditions.

This contract has been let more than ten months and you have hauled on the road approximately 2400 cubic yards of broken stone. At this rate it will require seven years to complete the job.

In all seriousness I expect you to give this matter immediate attention and would appreciate a reply from you stating your plans for an increased output. It is apparent that some change is needed in your organization. Undoubtedly the progress of the work is not satisfactory to you and there is no question but you are behind on this contract and that it will require a large daily output for you to come out even on the job.

As far as the State is concerned advise that we have reached the point where we cannot temporize further and unless you make imme-

31 PD-I- Sloane Constr. Co. 2---

diate preparation to increase your output it will be necessary to take drastic measures.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

cc -- Roy A. Klein.
cc -- J. N. Bishop.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
R.A.K.

Date May 26, 1923.

Job Name Island City - Elgin. Unit #2

Week from May 20 *to* May 26

Mail Address Imbler, Oregon.

Telegraph or Telephone Address Imbler, Oregon.

Highway La Grande - Joseph

County Union *Job Prefix* 31 PD1

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has had an average daily output of 60 Cu. Yd. for the past week. If they are able to keep the present high average they will be able to complete the job in 395 d.ys.

The contract has been let 10 months and 2410 Cu. Yd. has been hauled out, at this rate it will take over seven years to complete the job.

RECEIVED
MAY 31 1923
OF
STATE H...

Signed J. N. Bishop

Title Resident Engineer.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 11.5 .....

Miles completed ..... 0 .....

Miles partially done ..... 2 .....

Average daily yardage placed this week ..... 60 .....

Average daily yardage necessary to complete on time ..... 296 .....

Contractor's average force for week ..... 8 .....men,

..... 3 .....teams, ... 2 .....trucks

Percentage of total required yardage now in place ..... 9 .....

Surfacing will be completed about ..... ? .....

Number men in Engineering Party ..... 1 .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD1 ..... *Percentage* 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

The Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

May 22rd, 1925.

FR - 60

Gentlemen:

Herewith we are enclosing four copies of voucher on the Island City-Elgin Section, Oregon Project #60, in the amount of $2,822.95.

193

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Dict. by Mr. J. W. De Sousa

ER

Encl.

Mailed
5/26/25
cf.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED

Date May. 12,1923, 192

Job Name Island City - Elgin, Unit #2

Week from May. 6,1923 to May.12,1923

Mail Address Imbler, Oregon

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Oregon

County Union Job Prefix 31PD1

Express and Freight Address Imbler, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This section has been progressing about as usal, that is the crushing plant will work one day be broke down the next and possibly on the third day it will rain.

The out put as an average is about 50 cu.yds. per day or a completed job in 240 days.

MAY 17 1923

Signed C. H. Rainey

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 0

Miles partially done 2

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time 266

Contractor's average force for week .....men,

3 teams, 1 trucks

Percentage of total required yardage now in place 8

Surfacing will be completed about ..... ?

Number men in Engineering Party 1

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31PD1 *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Mr. J. N. Bishop,
Resident Engineer,
Imbler, Oregon.

PR # 80

May 10th, 1923.

Dear Sir:

In accordance with your letter of the 7th inst., we are today sending you under separate cover final 400' scale map and final profile on the Island City-Elgin Section.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Office Engineer.

Dict. by Mr. J. W. De Sousa

EJ

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED R.A.K.

Date May 5, 1923, 192

Job Name Unit #2 Island City- Elgin

Week from April 29 to May 5, 1923

Mail Address Imbler, Oregon

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Oregon

County Union Job Prefix 31PD1

Express and Freight Address Imbler, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This has been the best week for out put the contractors have ever had on this section. The quarry is getting dry and the rock works so much better.

RECEIVED MAY 8 1923

Signed

Title

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 1.5

Miles completed 2

Miles partially done 2

Average daily yardage placed this week 75

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 6 .....men,

..... 2 .....teams, ... 1 .....trucks

Percentage of total required yardage now in place 5

Surfacing will be completed about ..... Sept 1, 19..

Number men in Engineering Party 4 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31PD1 ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

May 12, 1923.

101

Standard Oil Company,

Walla Walla, Wn. 31-PD

Attention Mr. J. P. Cruden

Gentlemen:

We have your letter of the 10th inst., making inquiry as to the name of the surety company on the bond of Neal & Lonergan or the Columbia Construction Company of La Grande, for the construction of six miles of highway on the La Grande-Enterprise Highway out of Island City. In reply, will say that this is our contract No. 569. The surety furnished by the contractor on his bond was the Fidelity and Deposit Company of Maryland, R. E. Finney, Agent, Casco Building, Portland.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

HBG:HI

STANDARD OIL COMPANY

INCORPORATED IN CALIFORNIA

J. P. CRUDEN,
DISTRICT SALES MANAGER
R. T. VIVIAN,
ASSISTANT DISTRICT SALES MANAGER

SALES DEPARTMENT

WALLA WALLA, WASHINGTON, May 10, 1923.

SUBJECT:

Mr. R. A. Kline,
State Highway Commissioner,
Salem, Oregon.

Dear Sir:-

We would appreciate having the name of the Surety Company making bond for Neil & Lonergan or the Columbia Construction Company at La Grande, Oregon, on construction of some six miles of road on the La Grande and Enterprise Highway out from Island City.

We arranged with Mr. Clyde Kiddle of Island City to give Lonergan and Neil pump service on our products and extend them credit indirectly thru Clyde Kiddle in this manner to them, and as yet have $1,000.00 due on the account, which we have been unable to make any satisfactory arrangements for collection of. However, we have the matter up with Neil & Lonergan at the present time.

The question of settlement is indefinite and we are getting together necessary information to file claim against the bondsmen unless something is done in the very near future, which explains why we desire the name of the bonding company.

We are enclosing return postage for your convenience and wish to thank you in advance for this information.

Yours very truly,

STANDARD OIL COMPANY

By J. P. Cruden
District Sales Manager

Cont #569
Fidelity & Deposit Co of Md
W. E. Phinney Agt

LAJ:CM
Credit
Swetland Bldg, Portland

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date April.21.1923, 192

Job Name Unit #2 Island City- Elgin

Week from April.15 to April.21

Mail Address Imbler, Oregon

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Oregon

County Union Job Prefix 31PD1

Express and Freight Address Imbler, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The crusher plant operated the first four days of this week but have been closed down yesterday and today on account of rain.

The Contractors do not seem to be able to get out any more yardage since installing the rolls than before.

RECEIVED
MAY 1 1923
OREGON STATE HIGHWAY DEPT.

Signed [signature]

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 0

Miles partially done 1

Average daily yardage placed this week 33

Average daily yardage necessary to complete on time 357

Contractor's average force for week ..... 5 .....men,

..... 2 .....teams, ... 1 .....trucks

Percentage of total required yardage now in place 3

Surface will be completed about ..... Dec. 1, 1932

Number men in Engineering Party 1

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31PD1 ..... *Percentage* ... 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date April. 28,1923, 192...

Job Name Unit #2 Island City- Elgin

Week from April,22 to April,28

Mail Address Imbler, Oregon

Telegraph or Telephone Address Imbler, Oregon

Highway La Grande- Joseph

Express and Freight Address Imbler, Oregon

County Union Job Prefix 31PD1

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractors made very poor progress this week being broke down fully half of the time.

The quarry in the canyon below the overhead crossing was shot Friday. and was a poor shot . The rock broke big and over half of it went in the river.

RECEIVED
MAY 1 1923
STATE ...

Signed J M Gaston

Title Resident Eng.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 1.5

Miles completed 0

Miles partially done 1

Average daily yardage placed this week 22

Average daily yardage necessary to complete on time 250

Contractor's average force for week ..... 6 .....men,

.....teams, ... 1 .....trucks

Percentage of total required yardage now in place 3

Surfacing will be completed about ..... Sept. 1, 1923

Number men in Engineering Party 1

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31PD1 ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
R. A. K.

Date April, 7, 1923

Job Name Island City - Elgin - Unit #2

Week from April, 1 to April, 7, 1923

Mail Address Imbler, Oregon

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Oregon

County Union Job Prefix 31PD1

Express and Freight Address Imbler, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractors have worked but two days this week being shut down on account of weather conditions.

RECEIVED
APR 11 1923

Signed J. N. Bishop

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 4.5

Miles completed 0

Miles partially done 1

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time 309

Contractor's average force for week ..... 5 .....men,

..... 1 .....teams, ... 1 .....trucks

Percentage of total required yardage now in place 2

Surfacing will be completed about ..... Sept. 1, 1923

Number men in Engineering Party 1

SURVEYS

Total mileage at section to be surveyed 5

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31PD1 ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 31.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date March, 31, 1923, 192...

Job Name Island City-Elgin- Unit#2

Week from March,25 to March,31

Mail Address Imbler, Oregon

Telegraph or Telephone Address Imbler, Oregon

Highway La Grande - Joseph

Express and Freight Address Imbler, Oregon

County Union Job Prefix 31PD1

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractors have operated all week with no break's and with ideal weather conditions.

The average daily output working ten hours is 60 Cyds. at this rate it will require 275 days at this set up.

Signed C. H. Bothe

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 11.5 .....

Miles completed ..... 0 .....

Miles partially done ..... 1 .....

Average daily yardage placed this week ..... 60 .....

Average daily yardage necessary to complete on time ..... 288 .....

Contractor's average force for week ..... 6 .....men,

..... 1 .....teams, ... 1 .....trucks

Percentage of total required yardage now in place ..... 2 .....

Surfacing will be completed about ..... Sept. 1, 1923 .....

Number men in Engineering Party ..... 1 .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31PD1 ..... *Percentage* ..... 100 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

March 27, 1925

Fidelity & Deposit Company of Maryland
c/o Hansen & Rowland, Inc.,
Tacoma Building.
Tacoma, Washington.

31-PD

Gentlemen:

In response to your letter of March 24th relative to contract No. 569, Columbia Construction Company, surfacing of the Island City-Elgin Section in Union County, wish to advise that this contract was accepted on January 15th 1925.

The total amount paid the above contractors on this work was $28,809.08.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

JMcP.

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY *and* SURETY BONDS *and* BURGLARY INSURANCE

BALTIMORE

HANSEN & ROWLAND, Inc.
General Agents
TACOMA BUILDING
Phone Main 595

RECEIVED
MAR 26 1923

TACOMA, WASH. March 24, 1923.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: BOND #29816 - COLUMBIA CONST. CO. TO STATE OF OREGON - SURFACING UNIT 1 of ISLAND CITY ELGIN SECTION OF LA GRANDE-JOSEPH H/W IN UNION COUNTY, OREGON.

If the above contract has been officially accepted as completed will you kindly advise us the total amount of this contract, including extras, and oblige.

accepted ~~June~~ Jan-13-1923
Total Amt = 39,509.08

LW. 569

Very truly yours,

HANSEN & ROWLAND? Inc.,
General Agents,
By L. G. Windell

(See back of this sheet for instructions and detailed information.)

Signed C. D. Curtis
Title Div. Engineer

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date March.17.1923 19...

Job Name Island City-Elgin, Unit#2 — Week from March.11 to March.17

Mail Address Imbler, Oregon

Highway La Grande- Joseph — Telegraph or Telephone Address Imbler, Oregon

County Union — Job Prefix 31PD1 — Express and Freight Address Imbler, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractors did not work this week on account of the weather.

RECEIVED
MAR 21 1923
OREGON
STATE HIGHWAY COMMISSION

Signed C. H. Burton

Title Asst. Engineer

(See back of this sheet for instructions and detailed information.)

Form No. 20

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 0

Miles partially done 1

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week 2 men,

3 teams, 2 trucks

Percentage of total required yardage now in place 9.05

Surfacing will be completed about July 1, 1923

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

CAT SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 2101 *Percentage* 10

Other jobs Maintenance-8 *Percentage* 90

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 59.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date April.14,1923, 192

Job Name Unit #2 Island City- Elgin

Week from April.8 to April.14

Mail Address Imbler, Oregon

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Oregon

County Union Job Prefix 31PD1

Express and Freight Address Imbler, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractors are installing rolls for a recrush, also overhauling their plant.

The plant has operated but one day this week.

RECEIVED
APR 21 1923
STATE ...

(See back of this sheet for instructions and detailed information.)

Signed J. J. Bishop

Title Resident Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 0

Miles partially done 1

Average daily yardage placed this week 9

Average daily yardage necessary to complete on time 330

Contractor's average force for week ..... 5 .....men,

1 .....teams, 1 .....trucks

Percentage of total required yardage now in place 2

Surfacing will be completed about ..... Sept. 1, 1923

Number men in Engineering Party 1

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31PD1 ..... Percentage 100

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Title ..... Resident Engineer

Form No. 39.

29/

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date March, 24, 1923, 192

Job Name Island City- Elgin- Unit #2

Week from March, 18 to March. 24

Mail Address Imbler, Oregon

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Oregon

County Union Job Prefix 31PD1

Express and Freight Address Imbler, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractors did not work the first four days of this week, but are working now, and I think will be able to work from now on.

The wind the last few days has intirely dried the roads.

MAR 26 1923

Signed J. N. Burch

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

Form No. 89.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 0

Miles partially done .....

Average daily yardage placed this week 15

Average daily yardage necessary to complete on time 270

Contractor's average force for week 4 *men,*

1 *teams,* 1 *trucks*

Percentage of total required yardage now in place 0.06

Surfacing will be completed about July, 1, 923

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31PD1 *Percentage* 50

Other jobs Maintenance-81 *Percentage* 50

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 89.

PR 80

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date March.10.1923, *192*....

Job Name Island-City-Elgin-Unit#2

Week from March.4.1923 *to* March.10.1923

Mail Address Imbler, Oregon.

Highway La Grande- Joseph

Telegraph or Telephone Address Imbler, Oregon

County Union *Job Prefix* 31PD1

Express and Freight Address Imbler, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Sloane Const.Co. are now crushing rock on Unit#2 of the Island City-Elgin section.

They are apparently going to run true to their form having crushed 60 cyds. the first day, layed off the next day then had an output of 12 cyds. on the following day and will possibly get out 40 cyds. today.

The quarry although of their own choice is very poor, however the rock is excellent road rock.

Signed J. N. Bishop

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 0

Miles partially done 1

Average daily yardage placed this week 1.3

Average daily yardage necessary to complete on time 236

Contractor's average force for week 7 men,

2 teams, 1 trucks

Percentage of total required yardage now in place 0.03

Surfacing will be completed about ?

Number men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Letter Dated _____

To _____

From _____

Re _____

_____

_____

_____

_____

Letter filed under File No. _____

Clerk of Union County,on January 14th 1925.

All payments being made by the County on this contract office here at
we have no knowledgeas to whether this payment has been made or
not.

Very truly yours,

By

Secretary.

J. M.

8/

January 15, 1925

Standard Oil Company,
La Grande, Oregon.

Gentlemen:

In response to your letter of yesterday relative to contract No. 569, Rogue Rmal, for the surfacing of the Island-City-Elgin Section of the La Grande-Enterprise Highway, beg to advise that the voucher for final payment was forwarded to the Clerk of Union Countyon January 14th 1925.

All payments being made by the County on this contract we have no knowledgeas to whether this payment has been made or not.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

J. MCF.

STANDARD OIL COMPANY

INCORPORATED IN CALIFORNIA

J.P.Cruden.
DISTRICT SALES MANAGER
[redacted],
[redacted],
ASSISTANT DISTRICT SALES MANAGERS
R.T.Vivian

SALES DEPARTMENT

La Grande, Oregon, January 19th 1923

SUBJECT.

Herbert Nun

State Highway Dept.
Salem Oregon

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

Dear Mr. Nun;

Will you please advise our office as soon as possible if the firm of Neal And Lonergan have received their money (last Estimate) for the work they recently completed graveling six miles out from Island City Ore., on the La Grande-Enterprise Highway.

You will please send this information to our office here at La Grande Ore.

Yours truly,

STANDARD OIL COMPANY
LA GRANDE OREGON.
By Ross E. Sumewell
Asst. Spec. Agt.

RECEIVED
JAN 20 1923
ORE... 1
STATE ... COMMISSION

3 6 9
Total Cost #3153.94
Jan. 14-1922

Form No. 31.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

51

RECEIVED
JAN 4 1923
OREGON
STATE HIGHWAY COMMISSION

Date December 30 1923

Job Name Island City - Elgin - Unit # 2

Week from Dec. 24 to Dec. 30

Mail Address Imbler, Oregon

Highway La Grande - Joseph

Telegraph or Telephone Address Imbler, Oregon

County Union Job Prefix 31 PD1

Express and Freight Address Imbler, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractor as usual is waiting for more favorable weather conditions before laying stone.

Signed J. N. Bishop

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 0

Miles completed

Miles completed except finishing

Miles covered by contractor's forces

Miles cross-sectioned

Miles cross-sections completed and checked

Miles to be remeasured

Number men in Engineering Party

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 0

Miles partially done 0

Average daily yardage placed this week 0

Average daily yardage necessary to complete on time 150

Contractor's average force for week 0 *men,*

0 *teams,* 0 *trucks*

Percentage of total required yardage now in place 0

Surfacing will be completed about July-1-1923

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31PD1 *Percentage* 100

Other jobs ..... *Percentage*

Other jobs ..... *Percentage*

Other jobs ..... *Percentage*

Form No. 19.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date December 16, 1922, 192

Job Name Island City-Elgin Unit No 2 — Week from Dec. 10 to Dec. 16

Mail Address Imbler, Oregon

Highway La Grande - Joseph — Telegraph or Telephone Address Imbler, Oregon

County Union — Job Prefix 31 PD1 — Express and Freight Address Imbler, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractors have at last assembled all of their crushing equipment and will start work the first of next week.

RECEIVED
DEC 22 1922
OREGON
STATE HIGHWAY COMMISSION

Signed J. N. Bishop

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 00

Miles partially done 00

Average daily yardage placed this week 00

Average daily yardage necessary to complete on time 134

Contractor's average force for week 5 men,

— teams, 1 trucks

Percentage of total required yardage now in place 00

Surfacing will be completed about July, 1-1923

Number men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31PD1 *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

November 28, 1922.
PR 90

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Gentlemen:

A 179

Herewith we are enclosing four (4) copies of voucher on the Island City - Elgin Section, Oregon Project #90 in the amount of $20,873.95.

This is a project which was originally to be paid for out of the funds for which definite appropriations have not yet been made, but you will recall that we requested that this project be transferred to funds now available.

Very truly yours,

HERBERT KUHN
State Highway Engineer

By

Office Engineer.

Dict. by J. W. De Souza

ER

ens

FR 80

Mr Nunn. 11-24-22

...TURE.

POST OFFICE BUILDING,
PORTLAND, OREG.

..., 1922.

RECEIVED
NOV 24 1922
OREGON
STATE HIGHWAY COMMISSION

Would recommend release of all but 30% of retaining percentage on Contract #569- pending your check on final estimate

Robt Holt

...ate to cover
...ty-Elgin section,
... original copy
...r files.

Final est. by express.

...ccc

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

November 23, 1922.

RECEIVED
NOV 24 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon Federal Aid project No. 80, Island City-Elgin section, have been executed. Enclosed herewith is an original copy each of the agreement and certificate for your files.

Yours very truly,

C. H. Purcell,
District Engineer.

Form P. R. 2

State Oregon

Project No. 80

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

AND

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

WASHINGTON
GOVERNMENT PRINTING OFFICE
1922

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of October, 1922

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," and by Act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes":

Whereas the Highway Department of said State submitted on the 26th day of June, 1922, a project statement, which was approved by the Secretary on the 15th day of August, 1922 for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 15th day of August, 1922, and approved by the Secretary on the 9th day of November, 1922; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of sixty-eight thousand, one hundred fifty-eight and 28/100

dollars ($ 68,158.28) as the share of the United States payable under said act on account of said project, which does not exceed 61.13673 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State $48,093.30 from sale of bonds authorized by Legislature under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920 (Include amount, date, and citation of act of legislature by which authorized.)

*(b) By the count..... of ..... (Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue.)

such funds having been placed under the direct control of the Highway Department by ..... (State how placed under direct control of Highway Department.)

*(c) By the count..... of ..... (Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue.)

*(d) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. This agreement covers the following road as described in detail in said surveys, plans, and specifications:

Between survey station 104+89.2 in Island City and survey station 1265+29.9 in Elgin terminal points, a distance of 18.06 miles, known locally as the Island City-Elgin Section of the La Grande-Enterprise Highway, Union County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

STRICKEN OUT

(b) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all structures in place or under construction within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, and without Federal Aid. It is further agreed that, if deemed necessary by the Secretary, within five years after the completion of the work contemplated in this agreement the bridge over the Grand Rhonde River, approximately 400 feet north of the north end of this project, will be reconstructed in accordance with plans and specifications approved by and subject to inspection and approval of the Secretary or his authorized agents.

(d) Payment of the United States' pro-rata share of the cost of this project shall be made from the appropriation of $50,000,000. authorized to be made for the fiscal year 1923 by the Post Office Appropriation Act of June 19, 1922 (Pub. No. 244, 67th Cong.), but such payment shall not be made until the appropriation so authorized to be made shall actually have been made by Congress.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed

(a) the said sum of sixty-eight thousand, one hundred fifty-eight and 28/100

dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673

per cent of one hundred eleven thousand, four hundred eighty-five and 00/100

dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ..... STRICKEN OUT .....

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... of .....

(State or county.) (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of **Oregon**

(State or county.) (Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $**24,454.60** per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....

(Include reference to statute authorizing

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the .....,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: .....
(Include reference to statute authorizing

.....
funds, probable amount annually available, and how will be placed under direct control of Highway Department.)

.....

*(*b*) By the .....,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....
(Include reference to statute authorizing

.....
funds and probable amount annually available.)

.....

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

*(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 9th day of November, 1922.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By .....
Chairman, State Highway Commission
(Title of officer.)

By .....
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

.....
Acting Secretary of Agriculture.

Form No. PR. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919, and by "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," approved November 9, 1921 (42 Stat.. 212).*)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 196+69.2 in Island City and survey station 1265+89.9 in Elgin

locally known as the Island City-Elgin Section of the La Grande-Enterprise Highway, Union County, and designated in the records of this Department as Project No. 83, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $111,425.00 as the total estimated cost of said project, and the sum of $68,152.28 as the share of the United States, payable under said acts on account of such project, which does not exceed 61.15673 per cent of said total estimated cost.

Done in the District of Columbia, this 9th day of November one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley
Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4874

Form No. 38.

ORE[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

pf

Date Nov. 18, 192[illegible]

Job Name Island City - Elgin Macadamizing Unit #1

Week from Nov. 12 *to* Nov. 18

Highway La Grande - Joseph

Mail Address Imbler, Oregon.

Telegraph or Telephone Address Imbler, Oregon.

County Union *Job Prefix* 31PD

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This section complete.

Signed J. D. Barton

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 6.37

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party ..... 3 ✓

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

PR... SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD ..... *Percentage* 75/00

Other jobs ..... 31 CE ..... *Percentage* 25

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 19.

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date November 12, 192 2

Week from Nov. 5 *to* Nov. 12

Job Name Island City-Elgin Macadamizing Unit #1

Mail Address Imbler, Oregon.

Highway La Grande-Joseph

Telegraph or Telephone Address Imbler, Oregon.

County Union *Job Prefix* 31 PD

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The gravel is all out on this section with the exception of about 500 Cu. Yds. of Maintenance gravel which will be out by tomorrow night. It will take most of the coming week to shape the road up to a state of completion.

RECEIVED
NOV 16 1922
OREGON
STATE HIGHWAY COMMISSION

Signed J. N. Bishop

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 6.37

Miles partially done .....

Average daily yardage placed this week 300

Average daily yardage necessary to complete on time 0

Contractor's average force for week ..... 15 .....men,

..... 4 .....teams, ... 5 .....trucks

Percentage of total required yardage now in place 98

Surfacing will be completed about ..... Nov. 18

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD ..... *Percentage* .. 75

Other jobs ..... 31 GE ..... *Percentage* .. 25

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PR 80

November 9, 1922.

Union County Court,

La Grande, Oregon.

Gentlemen:

At the meeting of the State Highway Commission held in Salem on October 21st, your request for extension of time was considered and the following is the record made in the minutes of that meeting:

"Union County Court, contract No. 485, Island City-Elgin Section, La Grande-Enterprise Highway, requested an extension of time to November 30, 1922. This being the second request, the first extension having been made to September 30, 1922, the Engineer recommended that the extension be granted provided the engineering costs subsequent to September 30, 1922 be charged against the contractor."

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:HI

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Pl 2/1

Date November 4, 1922

Job Name Island City-Elgin Macadamizing Unit #1

Week from Oct. 29 *to* Nov. 4

Mail Address Imbler, Oregon.

Highway La Grande-Joseph

Telegraph or Telephone Address Imbler, Oregon.

County Union *Job Prefix* 31 PD

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has worked all week, getting out an average of 325 Cu. Yds. per day of 2" top.

The top course of split top is coming out wet and freezing almost as soon as it can be bladed.

The rock will all be laid by the end of next week.

NOV 8 1922

Signed J. N. Bishop

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

Form 101-A.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 2.5

Miles partially done 3.87

Average daily yardage placed this week 325

Average daily yardage necessary to complete on time 35

Contractor's average force for week 15 men,

4 teams, 4 trucks

Percentage of total required yardage now in place 90

Surfacing will be completed about Nov. 11

Number men in Engineering Party 3

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31 PD *Percentage* 75

Other jobs 31 GE *Percentage* 25

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form 103-A.

PR 80

Oregon State Highway Commission

Report of Rock Test

Date reported 1-2-22 Lab. No. 13505

Source 3300 ft right of Sta 810 Field No. 4990

County Union

Quantity represented Unlimited Job Island City Elgin Unit #2

To be used Macadam top and base Sampled by J H Bishop

Specific Gravity - - - - - 2.60

Abrasion per cent wear - - 3.41

Rock represented by this sample is suitable for use in macadam

CC Office
R H Baldock
J H Bishop

Testing Engineer.

November 1st, 1922.

Bureau of Public Roads,
Portland, Oregon.

P R 80

Gentlemen:

Herewith we are returning to you two copies of contract, one of which is certified for Unit 1 of the Island City-Elgin Section, Oregon Project No. 80. The special provisions applying to the work have been inserted in these copies. We can not understand why these were left out before.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By
Office Engineer.

Die by J. W. DeCoons.
AP

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

October 30, 1922.

RECEIVED
NOV 1 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are returning herewith two copies of contract, one of which is certified, for Unit No. 1 of Oregon Federal aid project No. 80, Island City-Elgin, 6.57 miles crushed gravel surfacing.

These contracts do not contain "Special Provisions, Island City-Elgin Section", Sheets 1 to 8 inclusive, and the sheet on filler.

Please include these Special Provisions in the contracts and return to this office.

Very truly yours,

[signature]

District Engineer.

Enclosure

PR&O

La Grande, Oregon.
October 30, 1922.

31 PD- Unit #2-
Re: Output.

RECEIVED
NOV 1 1922
OREGON
STATE HIGHWAY COMMISSION

Sloane Construction Co.,
210 Columbia Building,
Spokane, Washington.

Dear Sirs:

I note you are now making an average of 45 cubic yards on a twenty hour shift on macadamizing the Wallowa Hill section of the La Grande - Joseph highway in Union and Wallowa counties.

I wish to take this opportunity to protest most emphatically on your organization and equipment represented by the small output, and advise that you will be held for full engineering penalty for failure to complete within the time limit.

I would appreciate you making an investigation of the conditions and your efforts towards immediate alleviation of same.

Very truly yours,

R H Baldock

R H Baldock
Division Engineer.

RHB V

cc Herbert Hunn.
cc J. N. Bishop.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

PR 80

FIELD ENGINEER'S WEEKLY REPORT

Date Oct. 28, 1922

Job Name Island City-Elgin Macadamizing Unit #1

Week from Oct. 22 *to* Oct. 28

Highway La Grande-Joseph

Mail Address Imbler, Oregon.

Telegraph or Telephone Address Imbler, Oregon.

County Union *Job Prefix* 31 PD

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractors on this section are making good progress and are building an excellent road.

At the present rate this section should be completed within two weeks.

RECEIVED
NOV 1 1922
OREGON
STATE HIGHWAY COMMISSION

Signed J. N. Bishop

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

Signed

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 1

Miles partially done 6.37

Average daily yardage placed this week 400

Average daily yardage necessary to complete on time 50

Contractor's average force for week 15 men,

4 teams, 4 trucks

Percentage of total required yardage now in place 75

Surfacing will be completed about Dec. 1

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31 PD *Percentage* 75

Other jobs 31 GE *Percentage* 25

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Title Assistant Engr.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date October, 21, 1922, 192

Job Name Island City- Elgin
Macadamizing Unit #1

Week from Oct.14, to Oct. 21

Highway La Grande - Joseph

Mail Address Imbler Oregon

Telegraph or Telephone Address "

County Union Job Prefix 31 PD

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The top course is now being laid on this section and is of excellent quality.

The contractor seems to be able to have as great an output on the ¾" material as he had on the 1½" material since the addition of 36" rolls to his plant.

Signed J. N. Bishop

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....6.37....

Miles completed ....1....

Miles partially done ....6....

Average daily yardage placed this week ....380....

Average daily yardage necessary to complete on time ....100....

Contractor's average force for week ....15....men,

....4....teams, ...4....trucks

Percentage of total required yardage now in place ....65....

Surfacing will be completed about ....Dec 1....

Number men in Engineering Party ....3....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ....31 PD.... *Percentage* ....75....

Other jobs ....31 GE.... *Percentage* ....25....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

October 16th, 1922.

Fidelity & Deposit Co. of Maryland,
R. H. Pinney, Resident Vice-President,
Gasco Building,
Portland, Oregon.

Gentlemen:

I am handing you herewith a copy of contract No. 560 between Roscoe Neal and the State Highway Commission dated July 25th, 1922, and covering 6.57 miles of surfacing on Unit No. 1, Island City-Elgin Section of the La Grande-Joseph Highway in Union County.

Inasmuch as this is a county project it has been necessary to furnish the county with an original copy and therefore, it is necessary to forward you a blank copy, but I trust the same will answer your purpose.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary.

PAK LC

Encl.

PR 80

October 16th, 1922.

Mr. Howes Keal,

La Grande, Oregon.

Dear Sir:

I am handing you herewith an executed copy of contract No. 869 which provides for 6.57 miles of surfacing Unit No. 1, of the Island City-Elgin Section on the La Grande-Joseph Highway in Union County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary.

BAK LC

Encl.

October 16th, 1922.

County Court of Union County,

La Grande, Oregon.

Gentlemen:

For your records I am sending you herewith a copy of contract No. 569 which provides for 6.57 miles of surfacing Unit No. 1 Island City-Elgin Section of the La Grande-Joseph Highway in Union County, Reesse Neal contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary.

RAK IC

Encl.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct. 14, 1932

Job Name Island City-Elgin Macadamizing Unit #1

Week from Oct. 8 to Oct. 14

Highway La Grande-Joseph

Mail Address Imbler, Oregon.

County Union Job Prefix 31 PD

Telegraph or Telephone Address Imbler, Oregon.

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

No gravel has been laid on this section during the past week, the Contractor spending his time installing rolls and 3" screens etc., prepatory to starting the top course.

The blade teams have been working continuously all week, shaping the road and laying binder.

RECEIVED
OCT 18 19
OREG.
STATE HIGH...

Signed J. N. Bishop

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 0

Miles partially done 7

Average daily yardage placed this week 0

Average daily yardage necessary to complete on time 100

Contractor's average force for week ..... 15 .....men,

..... 4 .....teams, ... 4 .....trucks

Percentage of total required yardage now in place 45

Surfacing will be completed about ..... Dec. 31

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD ..... *Percentage* 75

Other jobs ..... 31 GE ..... *Percentage* 25

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 30, 1922

Job Name Island City-Elgin Macadamizing Unit #1

Week from Sept. 24 to Sept. 30

Highway La Grande-Joseph

Mail Address Imbler, Oregon.

Telegraph or Telephone Address Imbler. Oregon.

County Union Job Prefix 31 PD

Express and Freight Address Imbler. Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The plant has operated all week twenty hours a day with the exception of one ten hour night shift.

The base course should all be laid by the end of next week.

RECEIVED
OCT 18 1922
OREGON
STATE HIGHWAY COMMISSION

Signed J. N. Bishop

Title Resident Engrs.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTR

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 0

Miles partially done 6

Average daily yardage placed this week 420

Average daily yardage necessary to complete on time 125

Contractor's average force for week 24 men,

4 teams, 8 trucks

Percentage of total required yardage now in place 40

Surfacing will be completed about Dec. 31

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31 PD *Percentage* 75

Other jobs 31 GE *Percentage* 25

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

DEPARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY *and* SURETY BONDS *and* BURGLARY INSURANCE

Gasco Building

PORTLAND

R.E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

September 15, 1922.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:- Re: Bond #29816, Roscoe Neal - Contract State of Oregon, Surf. Unit One of Island City - Elgin Sect. of La Grande Joseph Highway in Union County.

We hand you herewith bonds duly executed on behalf of the above and after same have been approved will thank you to return one copy to this office.

Very truly yours,

Resident Vice-President.

REP:R.
Enclosures.

RECEIVED
SEP 16 1922
OREGON
STATE HIGHWAY COMMISSION

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct. 7, 1922

Week from Oct. 1 to Oct. 7

Job Name Island City-Elgin Macadamizing Unit #1

Highway La Grande-Joseph

County Union Job Profix 31 PD

Mail Address Imbler, Oregon.

Telegraph or Telephone Address Imbler, Oregon.

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The base course is all laid on this section, and the Contractor is changing the screens preparatory to running the ¾" top course.

Since the rain the base course is well packed, and very few chucks remain.

RECEIVED
OCT 12 1922
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 0

Miles partially done 7

Average daily yardage placed this week 425

Average daily yardage necessary to complete on time 94

Contractor's average force for week ..... 24 ..... men,

..... 4 ..... teams, ... 5 ..... trucks

Percentage of total required yardage now in place 45

Surfacing will be completed about ..... Dec. 31

Number men in Engineering Party 3

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD ..... *Percentage* 75

Other jobs ..... 31 CE ..... *Percentage* 25

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 23, 192 2

Week from Sept. 17 to Sept. 23

Job Name Island City-Elgin Macadamizing Unit #1

Mail Address Imbler, Oregon.

Telegraph or Telephone Address Imbler, Oregon.

Express and Freight Address Imbler, Oregon.

Highway La Grande-Joseph

County Union Job Prefix 31 PD

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Exceptionally good progress has been made all week on this section.

From Island City to Conley. (The Gumbo Section) the road is chucking up very badly, but with continuous blading and patching. I think it will come out in good shape.

RECEIVED
SEP 30 1922
OREGON
STATE HIGHWAY COMMISSION

Signed J. N. Bishop

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 0

Miles partially done 6

Average daily yardage placed this week 450

Average daily yardage necessary to complete on time 130

Contractor's average force for week ..... 24 .....men,

..... 4 .....teams, ... 8 .....trucks

Percentage of total required yardage now in place 33

Surfacing will be completed about ..... Dec. 31

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD ..... *Percentage* 75

Other jobs ..... 31 GE ..... *Percentage* 25

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PR 8/

September 25, 1922

County Court of Union County,
La Grande, Oregon.

Gentlemen:

We have this date approved estimate No. 1, oncontract No. 569, which is the graveling of Unit No. 1, Island City-Elgin Section of the La Grande-Enterprise Highway.

This estimate is in favor of Roscoe Neal and the amount is $7,874.19. Inasmuch as this is a direct county obligation, would thank you to make payment direct to Mr. Neal on presentation of approved voucher in the above amount.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:LM

PR 8

September 23, 192[illegible]

Mr. Roscoe Neal,
La Grande, Oregon.

Dear Sir:

Please find enclosed estimate No. 1, on contract No. 569, which is the graveling of Unit No.1 of the Island City-Elgin Section of the La Grande-Enterprise Highway.

Please execute in the space provided and hand the original to the County Court of Union County. The duplicate copy of the engineer's estimate and voucher should be retained for your own files.

Very truly yours,

Secretary.

RAK:LM
Encls.

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1206A

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

La Grande, Oregon,
September 22,1922.

Sloane Construction Co.,
210 Columbia Building,
Spokane, Washington.

I have been advised by Mr. Munn to inform you that unless you start action on Unit two Island City Elgin section within two weeks we will advertise this section for completion at your expense stop You have so far ignored all communications from me and I intend to use drastic action. Advise at once.

R. H. BALDOCK

onfirmation.

RECEIVED
SEP 25 1922
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 19 1922
O
STATE H

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop
Title Resident Engineer

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 16, 1922

Job Name Island City-Elgin

Macadamizing Unit #1

Week from Sept. 10 to Sept. 16

Mail Address Imbler, Oregon.

Highway La Grande-Joseph

Telegraph or Telephone Address Imbler, Oregon.

County Union Job Prefix 31 PD

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor spent the first four days of this week changing the plant at Island City, but is again hauling rock on the Road.

The base course of 1½" rock is now being laid, and I believe it is going to make an excellent road. There are enough boulders and niggerheads in the pit to give a sufficient amount of crushed stone to make a well packed road.

RECEIVED
SEP 19 1922
OF
STATE H

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 0

Miles partially done 6

Average daily yardage placed this week 300

Average daily yardage necessary to complete on time 142

Contractor's average force for week 24 men,

2 teams, 8 trucks

Percentage of total required yardage now in place 30

Surfacing will be completed about Dec. 31

Number men in Engineering Party 3

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31 PD *Percentage* 75

Other jobs 31 GE *Percentage* 25

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

September 15, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith three copies of project agreement covering Oregon Federal Aid project No. 80 (Island City-Elgin section), for the signatures of members of the State Highway Commission.

Yours very truly,
C. H. PURCELL, District Engineer,

By _____
Acting

Grant Co. O.K. 68, 1-8 Jno

RECEIVED
SEP 16 1922
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 7 1922
OREGON
STATE HIGHWAY COMMISSION

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PR 80/

Date September 9, 1922

Job Name Island City-Elgin
Macadamizing Unit #1

Week from Sept. 3 to Sept. 9

Mail Address Imbler, Oregon.

Highway La Grande-Joseph

Telegraph or Telephone Address Imbler, Oregon.

County Union Job Prefix 31 PD

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The sub surfacing material is all laid.

The section from Island City to Conley, over which the sub surfacing material was laid, has been very soft, cutting and rutting up badly under truck travel.

The ruts have been bladed down continuously and all weak spots filled in, and the road is now holding up in good shape.

The contractor is now changing and working over his plant, preparatory to laying the one and one half inch course.

RECEIVED
SEP 18 1922
OREGON
STATE HIGHWAY COMMISSION

Signed J. N. Bixby

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 0

Miles partially done 6

Average daily yardage placed this week 300

Average daily yardage necessary to complete on time 142

Contractor's average force for week ..... 24 *men,*

..... 2 *teams,* ..... 8 *trucks*

Percentage of total required yardage now in place 25

Surfacing will be completed about ..... Dec. 31

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD ..... *Percentage* 75

Other jobs ..... 31 GE ..... *Percentage* 25

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PR80 /

MARYLAND CASUALTY COMPANY

HOME OFFICE BALTIMORE

September 8, 1932.

Maryland Casualty Company,
Hansen & Rowland, Inc.,
1706 L. C. Smith Bldg.,
Seattle, Washington.

Gentlemen:

In response to your inquiry of September 7th, wish to advise that the next meeting of the Oregon State Highway Commission will be held in Portland, October 5th and 6th.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary.

RAK LC

CAPITAL AND SURPLUS OVER [illegible]00.00

D CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

HOME OFFICE - BALTIMORE

THIEME, MORRIS, HANSEN & ROWLAND
INCORPORATED
Resident Agents
608-9 Alaska Building

[illegible]OMA BLDG.
[illegible]COMA

SEATTLE, WASH. Sept.7,1922.

Oregon State Highway Commissioner,
Salem, Oregon.

Dear Sir:

RE: CONTRACT SLOANE CONST.CO.,
UNIT #2, LaGRANDE-JOSEPH HIGHWAY, ISLAND CITY-ELGIN SECTION, UNION CO., ORE.

We are in receipt of a blank copy of contract and specifications covering the above contract.. We beg to advise you this blank copy is sufficient for our purpose and desire to thank you for the same.

Could you advise us when the next letting in Oregon will be.

Yours very truly,
HANSEN & ROWLAND, INC.
By J C Rowland

ICR/A.

RECEIVED
SEP 8 1922
OREGON
STATE HIGHWAY COMMISSION

September 6, 1922

County Court of Union County,
La Grande, Oregon.

Gentlemen:

For the purpose of completing your records I am handing you herewith copy of contract No. 580, Sloane Construction Company, contractor, for Unit No. 2, Island City-Elgin Section of the La Grande-Joseph Highway in Union County, covering 11.4 miles of broken stone surfacing.

Very truly yours,

Secretary.

RAK:LM
1 Encl.

September 6, 1922

Sloane Construction Company,
810 Columbia Building,
Portland, Oregon.

Gentlemen:

I am handing you herewith copy of executed contract No. 580 which provides for 11.49 miles of broken stone surfacing, Unit No. 2, Island City-Elgin Section of the La Grande-Joseph Highway in Union County.

Very truly yours,

Secretary.

RAK:LH
1 Encl.

Sept. 2

September 6, 1922

Fidelity & Deposit Company of Maryland,
Hansen & Rowland, Agents,
1708 L. C. Smith Building,
Seattle, Washington.

Gentlemen:

I am handing you herewith blank copy of the contract between the State Highway Commission and the Sloane Construction Company for surfacing of 11.4 miles, Unit No. 2, Island City-Elgin Section of the La Grande-Joseph Highway in Union County.

I trust that the blank copy will serve your purposes inasmuch as it has been necessary to furnish the extra executed copy to the County of Union, who are cooperating on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

HAK:LM
1 Encl.

FORM NO. 13.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 2, 1922

Job Name Island City-Elgin Macadamizing Unit #1

Highway La Grande-Joseph

County Union Job Prefix 31 PD

Week from August 27 to Sept. 2

Mail Address Imbler, Oregon.

Telegraph or Telephone Address Imbler, Oregon.

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has worked twenty hours a day this week, with the exception of one day he had to lay off on account of the rain. Friday he was closed down by the Engineer until he could get caught up with the blading, as there was only one blade working a ten hour shift and the trucks working twenty.

The contractor now has two blades working, and is willing to have a blade on at night, rather than stop any more to get caught up with the blading.

The sub base where filler has been spread is packing exceptionally well.

RECEIVED SEP - 5 1922 OREGON STATE HIGHWAY COMMISSION

Signed L. M. Bishop

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....men,

.....teams, ...steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 0

Miles partially done 3

Average daily yardage placed this week 300

Average daily yardage necessary to complete on time 142

Contractor's average force for week ..... 24 .....men,

..... 2 .....teams, ... 8 .....trucks

Percentage of total required yardage now in place 3

Surfacing will be completed about ..... Dec. 31

Number men in Engineering Party 2

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

.....teams, ...trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD ..... *Percentage* 25

Other jobs ..... 31 GE ..... *Percentage* 75

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PR&O

September 1, 1922

Mr. H. E. Pinney, Agent,
Fidelity & Deposit Company of Maryland,
Gasco Building,
Portland, Oregon.

Dear Sir:

At the request of Messrs. Hansen & Rowland, General Agents of the Fidelity & Deposit Company of Maryland, we are forwarding to you four copies of our contract No. 580, Sloane Construction Company, contractors, on Unit No. 2, Island City-Elgin Section of the La Grande-Joseph Highway, for your counter-signature.

Would thank you to execute and return promptly.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM
Encls.

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY *and* SURETY BONDS *and* BURGLARY INSURANCE

Tacoma Building
TACOMA, WASH.

HANSEN & ROWLAND, INC.
General Agents
PHONE MAIN 393

Tacoma, Wash., August 31, 1922.

RECEIVED
SEP 1 1922
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are in receipt of yours of the 30th inst., with reference to contract No. 580 of the Sloane Construction Company for the construction of 11.4 miles of broken stone surfacing, Unit No. 2, Island-City-Elgin Section of the La Grande-Joseph Highway in Union County, and beg to appologize for our oversight in not having the bonds countersigned by our Oregon Agent. Kindly forward them to Mr. R. E. Pinney, c/o the Fidelity & Deposit Company, Gasco Building, Portland, Oregon, who will countersign same for you.

Very truly yours,

HANSEN & ROWLAND, Inc.,
General Agents.

By L. L. Widell

LW.

August 31, 1932

21 PD

Mr. Roscoe Neal,
La Grande, Oregon.

Dear Sir:

Division Engineer Baldock advises that you have not received copies of the contract on Unit No 1 of the Island City-Elgin Section surfacing project.

Our records indicate that four copies of this contract were sent to you by express for signature on July 29th, addressed to La Grande. If you have not received them to-date please trace through the express office at La Grande and if you fail to find the same after reasonable time, please advise and we will send you duplicate copies.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Rest O/K Rock

RAV:LM

cc. R. H. Baldock, Division Engineer, La Grande, Oregon.
cc. J. H. Bishop, Resident Engineer, Imbler, Oregon.

...ARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 31 1922
OREGON
STATE HIGHWAY COMMISSION

La Grande, Oregon,
August 29, 1922.

31 PD-
Contract.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

I am advised by Roscoe Neal, contractor on Unit No. 1 of the Island City - Elgin surfacing, that he has never received his contract for signature. He has received a request from his surety that some action be taken.

Please advise in this regard.

Very truly yours,

R H Baldock
Division Engineer.

RHB V

cc J. N. Bishop, Imbler, Oregon.

sent July 29/22
to Roseburg

August 30, 1928

Hansen & Rowland,
Tacoma Building,
Tacoma, Washington.

Gentlemen:

We are in receipt of four copies of our contract No. 560 with the Sloane Construction Company, which provides for the construction of 11.4 miles of broken stone surfacing, Unit No. 2, Island City-Elgin Section of the La Grande-Joseph Highway in Union County.

It is noted that these have been executed by the Sloane Construction Company and the bond has been written by the Fidelity & Deposit Company of Maryland, signed by H. T. Hansen, Attorney in Fact. It is noted also that space has been provided for counter signature of resident agent within the state of Oregon, but this has not been filled out.

Will you please advise as to whom these should be sent to complete the signatures?

Very truly yours,
OREGON STATE HIGHWAY COMMISSION,
By
Secretary.

HHK:LM

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 26, 1922

Job Name Island City-Elgin Macadamizing Unit #1

Highway La Grande-Joseph

County Union Job Prefix 31 PD

Week from August 20 to August 26

Mail Address Imbler, Oregon.

Telegraph or Telephone Address Imbler, Oregon.

Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractor is now working a night shift and is working a total of 20 hours per day.

The plant is not working today, but is spending their time hauling binder from Conley Station.

It is going to be necessary to use approximately 10 Cubic Yards of binder per station to cover and bond the sub base course.

RECEIVED
AUG 31 1922
OREGON
HWY COMMISSION

Signed J. N. Bishop

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 0

Miles partially done 2

Average daily yardage placed this week 200

Average daily yardage necessary to complete on time 142

Contractor's average force for week ..... 12 *men,*

..... 2 *teams,* ..... 6 *trucks*

Percentage of total required yardage now in place 2

Surfacing will be completed about ..... Dec. 31

Number men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD ..... *Percentage* 25

Other jobs ..... 31 GE ..... *Percentage* 75

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

La Grande, Oregon,
August 26, 1922.

31 PD 1-
Starting work.

Sloane Construction Co.,
210 Columbia Building,
Spokane, Washington.

RECEIVED
AUG 28 1922
OREGON

Dear Sirs:

In regard to your contract for surfacing Unit #2 of the Island City - Elgin section, 11.49 miles in length. This contract was signed on July 25, 1922, and to date you have made no efforts toward starting the work.

Please refer to page 10 of the General Specifications, which states your work shall start within fifteen days after signing the contract.

We desire as much of this surfacing placed as possible before the winter season. I would appreciate a letter from you in regard to your plans for starting this work.

Very truly yours,

R H Baldock,
Division Engineer.

RHB V

cc Mr. Herbert Nunn, Salem, Oregon.
cc Mr. J. N. Bishop, Imbler, Oregon.

August 19, 1922.

C. H. Purcell, District Engineer,
Bureau Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

Reference is made to federal aid project No. 80, Island City-Elgin Section of La Grande-Joseph Highway in Union County meadow, and your letters of August 5th and 18th, which relate to the inclusion of a clause in the project agreement providing for the repair of existing bridges on this project, and the reconstruction of the bridge at Elgin.

The Commission is willing that a clause be inserted pledging that the existing bridges will be maintained to carry not less than 10 Ton loading.

In the matter of the Elgin Bridge which is located beyond the limits of the project, the Commission will agree that this bridge will be reconstructed within five years, if by mutual agreement between the State Highway Engineer and a representative of the Bureau of Public Roads, such reconstruction is necessary and if funds are available.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.
By

Secretary.

RAK LC

Form No. 88.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PRS

Date August 19, 1922

Job Name Island City-Elgin, Unit #1 — *Week from* August 13 *to* August 19

Mail Address Imbler, Oregon.

Highway La Grande-Joseph — *Telegraph or Telephone Address* Imbler, Oregon.

County Union — *Job Prefix* 31 PD — *Express and Freight Address* Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractor has made a very poor showing this week, having only one Truck and it brokendown most of the time.

The contractor has two Mack Trucks and four Packards ready to start work Monday morning and will start on a 20 hour per day basis.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 0

Miles partially done 1

Average daily yardage placed this week 100

Average daily yardage necessary to complete on time 142

Contractor's average force for week ..... 6 *men,*

..... 1 *teams,* ..... 1 *trucks*

Percentage of total required yardage now in place 1

Surfacing will be completed about ..... Dec. 31

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD ..... *Percentage* 20

Other jobs ..... 31 GE ..... *Percentage* 20

Other jobs ..... 31 GD ..... *Percentage* 60

Other jobs ..... *Percentage* .....

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS.

DISTRICT No. 1.

IN YOUR REPLY PLEASE

REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

August 18, 1922.

Mr. Herbert Mann,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Project Statement for Oregon Federal aid project No. 80, was approved by the Secretary on August 15, 1922, subject to the condition that a non-participation clause covering the necessary repairs to existing bridges, and the reconstruction of the Elgin bridge within five years, be inserted in the Project Agreement.

This matter was taken up with you in our letter of August 5. As soon as letter covering these points is received, the plans will be forwarded with our recommendation for approval.

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

RECEIVED
AUG 19 1922
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department — Project No. 69.

Island City - Elgin Section of the La Grande-Enterprise Highway in Union County

Analysis of unit price estimates

Unit 1 — Crushed Gravel Surfacing

Royalty	.05
Handling & Crushing	.77
Hauling (3.53 mi @ 22¢)	.78
Spreading & Sub-grade	.10
Supt. & Overhead	.25
Sub-total	1.95
15% profit	.29
Est bid price	2.24

Unit 2 - Broken Stone Surfacing

Royalty	.05
Quarrying & Crushing	1.01
Hauling (2.56 mi @ 22½¢)	.58
Hauling Road Construction	.06
Spreading & Sub-grade	.10
Supt. & Overhead	.25
Sub-total	2.05
15% profit	.30
	2.35

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date August 12, 1922

Job Name Island City-Elgin Unit #1 — Week from August 6 to August 12

Mail Address Imbler, Oregon,

Highway La Grande-Joseph — Telegraph or Telephone Address Imbler, Oregon.

County Union — Job Prefix 31 PD — Express and Freight Address Imbler, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractors started operations Friday morning, but haven't delivered any material on the road.

They are renting the County plant at Island City, and it appears that they have rented a bunch of trouble.

The contractor informs me that it is his intention of working two shifts beginning the middle of next week.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop

Title Resident Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.37

Miles completed 0

Miles partially done 0

Average daily yardage placed this week 0

Average daily yardage necessary to complete on time ..... [illegible] 142

Contractor's average force for week ..... 6 ..... men,

..... 1 ..... teams, ... 0 ..... trucks

Percentage of total required yardage now in place 0

Surfacing will be completed about ..... Dec. 31

Number men in Engineering Party 1

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 31 PD ..... Percentage 100

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

August 16,1922

Sloane Construction Company,
210 Columbia Building,
Spokane,Washington

Gentlemen:

I am sending to you by express four copies of contract No. 580 which is described as Unit No. 2 of the Island City -Elgin Section of the La Grande-Joseph Section, Union County.

The contract consists of 11.49 miles of broken stone surfacing.

Please execute all four copies of contract and bond and return all the copies to this office for the signatures of the members of the State Highway Commission, after which we will be pleased to furnish you with one copy for your files and one copy for surety on the bonds.

Very truly yours,

BAK:MP

OREGON STATE HIGHWAY COMMISSION

BY
Secretary.

August 14th, 1928.

O. H. Purcell, District Engineer
Bureau Public Roads,
Postoffice Building,
Portland, Oregon.

P. R. 80.

Dear Sir;

Herewith we are sending six copies each of unit prices analyses and revised estimate as basis for project agreement on the Island City- Elgin Section, Oregon Federal Aid Project No. 80.

The Estimate as basis for project agreement has been revised to include the contract prices on Unit No. 2.

Yours very truly,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

Dic By J. W. McCourt

LG

R. A. BOOTH, PORTLAND, CHAIRMAN
J. H. LYSCH, PORTLAND
BARRATT, HEPPNER
ROY A. KLEIN, Secretary

PRP

OREGON STATE HIGHWAY COMMISSION

SALEM

August 11, 1922.

Mr. E. H. Baldock,
Division Engineer
La Grande, Oregon.

Dear Sir:

Complying with your request of the 10th inst., we have assigned prefix SI PD 1 to the surfacing of Unit No. 2 of the Island City - Elgin Section on the La Grande-Joseph Highway in Union County.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

Dic by H. B. Glaisyer.

AP/

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
August 10, 1922.

F. A. 80-
Prefix for Unit 2.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
AUG 11 1922
OREGON
STATE H.

Attention Mr. Probert.

Dear Sir:

Will you please send to this office construction prefix for surfacing Unit 2 of the Island City - Elgin section of the La Grande - Joseph highway in Union county. — 31 PD1

Prefix 31 PD was assigned for surfacing Unit 1 only.

Very respectfully,

R. H. BALDOCK,

Division Engineer.

WCC V

By H. L. Cummings

Office Engineer.

ANSWERED
L B.G

August 9th, 1922.

Mr. C. E. Purcell, Dist. Engr.,
Bureau of Public Roads,
Portland, Oregon.

PR #80

Dear Sir:

Reference is made to your letter of August 7th stating that the award of Unit #2 of Federal Aid Project No. 80 upon the basis outlined in our letter of August 4th would be satisfactory to the Bureau.

This is to advise that the award has been made upon this basis. You will be supplied with copies of the contract within the next few days.

Very truly yours,

[redacted]
State Highway Engineer

By
Office Engineer.

SHP:AP

DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

REFER TO FILE No.

POST OFFICE BUILDING.
PORTLAND, OREG.

August 7, 1922.

RECEIVED
AUG 8 1922

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir;

Receipt is acknowledged of your letter of August 4, relative to award of contract on Oregon Federal aid project No. 80, Island City-Elgin section of the La Grande-Jospeh Highway.

In reply to your inquiry, will say that the award to the Sloane Construction Company with a $5,000 reduction, and extension of time to July 1, 1923, will be satisfactory to this office.

Kindly advise us of your action in this matter.

Very truly yours,

C. H. Purcell

District Engineer.

ANSWERED
S. H. Probert

FORM 58 3M-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]YEON, PORTLAND
W. [illegible]. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR 80

OREGON STATE HIGHWAY COMMISSION
SALEM

August 8, 1922

To the Members of the Highway Commission.

Dear Sirs:

At the last meeting of the Highway Commission the bids on Unit No. 2 of the Elgin-Island City rock surfacing project were rejected since the bids were in excess of the engineer's estimate by approximately $11,000, the estimate being $63,000 and the bid $74,000 in round figures.

The low bidder, which was the Sloane Construction Company, lowest of three bids, have offered to reduce their bid a lump sum of $5,000 provided the time limit is extended to ~~July 30, 1923~~ July 31, 1923.

Mr. Baldock advises that perhaps his estimate was a little low and would recommend the award rather than readvertise. The county court unanimously recommend the acceptance of the bid with this reduction. Will you please advise your wishes in this matter?

Very truly yours,

Secretary.

MHS:LM

This letter was not sent out as Commissioners Booth and Barratt approved same by telephone previously expressed themselves in favor of this arrangement

Rok

Form 1217A

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	✓
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

PR 82

AUGUST 8, 1928

[illegible] STATE,
c/o [illegible] HOTEL,
[illegible].

[illegible] YOU WIRE TWO NIGHT RATE [illegible] OF BIDS YOUR DEPARTMENT FIVE [illegible] UNDERSTAND WE WIRE EXTENSION OF TIME TO SEPT. FIRST [illegible] PLANS [illegible] APPROVED TO BEGIN CONSTRUCTION OPERATIONS AT ONCE [illegible] FOLLOW AIR MAIL

NOT A RATE, SECRETARY.

cc. UNION COUNTY COURT.
cc. H. H. BALDOCK, DIVISION ENGINEER, LA GRANDE, OREGON.
cc. SIGARD CONSTRUCTION CO., 310 Columbia Building, Spokane, Wn.

very truly yours,

Secretary.

RAKrLH
cc. H. H. Baldock, Division Engineer, La Grande, Oregon.

WESTERN UNION
TELEGRAM

August 8, 1922

County Court of Union County,
La Grande, Oregon.

Gentlemen:

The Commission have considered your communication of recent date relative to the award of the contract for surfacing Unit 2 of the Elgin-Island City Section, to the Sloane Construction Company on the basis of a lump sum reduction of $5,000 on their bid submitted at the last meeting of the Highway Commission. It is understood that this lump sum reduction is made on the basis of the time being extended to July 1, 1923.

Inasmuch as the award on this basis is desired by the County Court of Union County and is recommended by the Engineer, it is approved by the Highway Commission who have today notified the Sloane Construction Company to begin construction operations.

Very truly yours,

Secretary.

RAK:LM
cc. H. H. Bullock, Division Engineer, La Grande, Oregon.

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise the character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1206T

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise the character is indicated by the symbol appearing after the check.

RECEIVED NT 437 STATE STREET SALEM. OREGON

B125PO SN 51 COLLECT NL

BAKER ORG AUG 7 1922

PR #80
Unit #2

HERBERN NUNN C 161

STATE HIGHWAY ENGINEER SALEM ORG

REGARD SLOANES LUMP SUM REDUCTION FIVE THOUSAND DOLLARS UNIT NUMBER TWO ISLANDCITY ELGIN WOULD RECOMMEND ACCEPTANCE STOP ENGINEERS ESTIMATE LOW SEE LETTER AND REVISED ESTIMATE ATTENTION PROBERT SLOANES BID NOW ABOUT SEVENTEEN HUNDRED DOLLARS ABOVE REVISED ESTIMATE OR TWO AND ONE HALF PERCENT STOP IF ADVERTISED BID MAY EXCEED THIS

R H BALDOCK

947P

J. H. Hutchinson Co Corp
County Court of Union County,
Oregon.

Pak

La Grande, Oregon.
August 3, 1922.

PR #8.

State Highway Commission,
Salem, Oregon.

Gentlemen:--

In re Elgin-Island City Unit #2.

In re Elgin-Island City Unit #2, which was bid on on August 26th, and rejected on August 27th, the Sloan Construction Company being the low bidder, Mr. Sloan states to us that he took the matter up with Mr. Nunn, State Highway Engineer, and also Mr. Booth, and wishes to have the bid re-considered. They advised him to take up the matter with the County Court, and if the County Court so desired, they would re-consider the bid. With this in mind, we have gone ahead with the same. In consideration of extending time from December 1st to July 1st, Mr. Sloan agrees to cut the bid $5,000.00, feeling that this is a very satisfactory bid. We would like to have the bid awarded to the Sloan Construction Company, providing the same is satisfactory to the Highway Board.

E. D. Couch

C. A. Galloway

W. Hutchinson Co Com.

County Court of Union County, Oregon.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

August 5, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Herbert Munn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The Regional office has forwarded the Project Statement for Federal Aid project No. 80 to the Chief Engineer, recommending approval subject to the condition that the Project Agreement, when prepared, shall contain a non-participation clause covering necessary repairs to existing bridges, and the reconstruction of the bridge at Elgin, just north of the project, within five years.

We believe it is your intention to make immediate repairs to this structure, and to replace it whenever it may become unsafe for traffic.

In order to clear the records on this case will you kindly send us a letter covering the above recommendations of the Regional Office, for submission with plans and estimate? The plans are now ready to forward as soon as the Project Statement is approved, but are being held in this office awaiting receipt of the necessary copies of the cost analysis from your office.

Very truly yours,
C. H. PURCELL, District Engineer.

By T. M. Davis
Acting

AUG 8 1922

PR 40/

August 4, 1922

Bureau of Public Roads,
Portland, Oregon.

Gentlemen:

You will recall that at the last meeting of the Highway Commission bids were received on Units 1 and 2 of the Island City-Elgin Section of the La Grande-Joseph Highway.

An award was made on Unit No. 1, but the bid on No. 2 was rejected since it was approximately $1,000 above the engineer's estimate. The low bidder, the Sloane Construction Company have offered to reduce their bid by a lump sum of $5,000, provided, the time is extended from December 1, 1922 to July 1, 1923.

The County Court are willing to make the award on this basis, provided it is satisfactory to the Highway Commission. Please advise if the award on this basis of a reduction of $5,000 and an extension of time to July 1, 1923, would be satisfactory to the Bureau of Public Roads.

For your convenience I am enclosing a tabulation of the bids received on this project.

Yours truly,

Secretary.

MAK:LM
1 Encl.

PRR /

August 4, 1922

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Mr. Robert Sloane has presented a letter signed by the county court recommending that the Sloane Construction Company be awarded Unit 2, Elgin-Island City Section, surfacing, in consideration of a lump sum reduction of $5,000, on the bid and in consideration of extending the time from December 1, 1922 to July 1, 1923.

Please advise if an award on this basis would have your recommendations. To expedite matters please advise by wire.

Yours truly,

Secretary.

R:K:LH

August 1, 1922.

County Court of Union County,
La Grande, Oregon.

Gentlemen:

I am handing you herewith a tabulation of the bids received on the Island City-Elgin Section.

The low bidder on Unit No. 1 was Reese Neal of La Grande, whose bid of $56,530.00 was materially below the engineer's estimate. The award was made for this contract On Unit No. 2 the Sloane Construction Company was low at $74,168.50. This being approximately $11,000 in excess of the Engineer's estimate, the Engineer recommended its rejection and we understand that this action was supported by the Union County Court. Accordingly, the bid of the Sloane Construction Company was rejected by the Commission and the bidder's bond returned, and the project ordered readvertised for the next meeting of the Commission, which will be held on September 6, 1922.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

BAE:MI

cc H. H. Baldock

PR 42

July 31, 1922.

Sloane Construction Company,
210 Columbia Building,
Spokane, Washington.

Gentlemen:

In reply to your letter of July 27, relative to taking up with the Union County Court the matter of your bid on Unit 2 of the Island City-Elgin project, would say that your bid on this project was rejected on July 26 by the State Highway Commission on the recommendation of the Engineer and the Union County Court, and in consequence your bidder's bond was returned on July 27. This action is final and the Commission has ordered the project readvertised for the next meeting, which is to be held on September 6, 1922.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:HI

cc. Union County Court
E. N. Baldock

J. B. SLOANE, PRESIDENT
WILBUR D. SLOANE, SECRETARY
ROBERT A. SLOANE, TREASURER

SLOANE CONSTRUCTION COMPANY

GENERAL CONTRACTORS
MAIN OFFICES: 210 COLUMBIA BUILDING
SPOKANE, WASHINGTON

July 29, 1922,

Honorable Herbert Nunn,
State Highway Engineer,
Salem, Oregon,

RECEIVED
JUL 31 1922
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:-

In regard to Unit #2, Elgin-Island City Contract, we are informed that the Union County Court will take same under consideration at their regular meeting on Wednesday, August 2d. We believe that they have so notified you and in accordance with our conversation at Portland we will advise you of the result.

Very truly yours,
Sloane Construction Co.,
By Robt A Sloane

pr 8/

July 31, 1922

Mr. Cecil Galloway,
County Commissioner of Union County,
La Grande, Oregon.

Dear Sir:

We are in receipt of the following telegram from you:

"Elgin, Oregon, July 25, 1922

Hold the bid of Sloane Construction on Unit 2 of Elgin-Island City Hwy County Court meets Wednesday will advise at that time advise if necessary for us to take any action before that time"

In reply would say that the bid received from the Sloane Construction Company on Unit No. 2 was for $74,168.50 which was practically $11,000 over the Engineer's estimate.

In view of this fact the Engineer recommended that the bid be rejected and this action, we understood, was supported by the Union County Court; in consequence, the Commission rejected the bid and ordered the project readvertised at the next meeting, which will be held on September 8th. The bidder's bond of the Sloane Construction Company was returned under date of July 27th.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:LH

cc. R. H. Baldock, Division Engineer, La Grande, Oregon.

PR 8/

July 29, 1922

Mr. Roscoe Neal,
La Grande, Oregon.

Dear Sir:

I am handing you herewith four copies of contract No. 569 which provides for 6.5 miles of surfacing on Unit No. 1, Island City-Elgin Section of the La Grande-Joseph Highway in Union County.

Please execute all four copies of the contract and bond and return to this office for the approval of the members of the Highway Commission, after which we will be pleased to furnish you with one copy for your files and one copyto the surety on the bond.

Yours truly,

Secretary.

RAK:LM
Encls.

Form 1206

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 287 STATE STREET SALEM, OREGON

B40PO SN 38 4 EXTRA

ELGIN ORG 1030A JUL 28 1922

HERBERT NUNN

53

STATE HIGHWAY CARE CAPITOL SALEM ORG

HOLD THE BID OF SLOANE CONSTRUCTION ON UNIT 2 OF ELGIN ISLANDCITY STOP COUNTY COURT MEETS WEDNESDAY WILL ADVISE AT THAT TIME ADVISE IF NECESSARY FOR US TO TAKE ANY ACTION BEFORE THAT TIME

CECIL GALLOWAY

COUNTY COMMISSIONER ELGIN ORG

1133A

By

Asst. Office Engr.

JWD:AP

July 27th, 1922.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

PR 80

Dear Sir:

Will you kindly send us at your earliest convenience your unit price analyses of your estimated bid price on the Island City Elgin Section.

These analyses are required for submission to the Bureau of Public Roads, this being a Federal Aid Project.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Asst. Office Engr.

JWD:AP

CLASS OF SERVICE DESIRED	
Telegram	
Letter	✓
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1217A

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

JULY 27, 19[illegible]

[illegible]
LA [illegible], [illegible].

[illegible] AWARD CONTRACT FOR GRAVEL SURFACING UNIT ON MAIN IRRIGATION AND CITY [illegible] WORK OPERATIONS AT ONCE. CONTRACT WILL BE LOW IN [illegible] DAYS.

[illegible] AT CONVENIENCE.

cc. R. K. Baldock, La Grande, Oregon.

By

Asst. Office Engineer

JWD:AP

Encls.

July 27th, 1922.

Mr. C. H. Purcell,
Bureau of Public Roads,
PORTLAND, Oregon.

PR 80

Dear Sir:

Herewith we are enclosing six ~~copies~~ of estimate to accompany plans, and six copies of project agreement estimate on the Island City Elgin Section, Oregon Federal Aid Project No. 80

The required number of copies of the unit price analyses of the surfacing prices will be forwarded to you as soon as the information is received from Mr. Baldock.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By

Asst. Office Engineer

JWD:AP

Encls.

OREGON STATE HIGHWAY COMMISSION — PROJECT NO. 80

ISLAND CITY - EAST SECTION OF THE LAGRANDE - ENTERPRISE HIGHWAY IN UNION COUNTY

(Estimate as Basis for Project Agreement)

18.06 Miles of Surfacing — Salem, Ore. July 27, 1922.

Unit No. 1 - 6.57 Miles (Based on Contract Prices)

14,500	cu.yds	Crushed Gravel Surfacing	$ 1.80	$ 26,100.00
5,500	" "	Sub-Surfacing	1.50	8,250.00
2,000	" "	Filler	.50	1,000.00
		Unit No. 1		$ 35,350.00

Unit No. 2 - 11.49 Miles (Estimated Prices)

25,000	cu.yds	Broken Stone Surfacing	2.35	$ 58,750.00
1,000	" "	Earth Cushion	.40	400.00
3,500	" "	Filler	.40	1,400.00
		Unit No. 2		$ 60,550.00
		Sub-total		$ 95,900.00
		10% Engr. & Cont.		9,590.00
		TOTAL		$ 105,490.00

Cost per Mile $ 5,841.06

State Funds Available $ 40,996.87
Federal Aid Requested 64,493.13

$ 105,490.00

Federal Aid Recommended $_____

OREGON STATE HIGHWAY COMMISSION — PROJECT NO. 80

INLAND CITY - EIGHT SECTION OF THE LAGRANDE - ENTERPRISE

HIGHWAY IN UNION COUNTY

(Estimate to Accompany Plans.)
(Not as Basis for Project Agreement)

18.06 Miles of Surfacing — Salem, Oregon July 27, 1922.

Unit No. 1 - 6.57 Miles

14,500	cu.yds	Crushed Gravel Surfacing	$ 2.24	$ 32,480.00
5,500	" "	Sub-Surfacing	1.50	8,250.00
2,000	" "	Filler	.40	800.00

Unit No. 2 - 11.49 Miles

25,000	cu.yds	Broken Stone Surfacing	$ 2.35	$ 58,750.00
1,000	" "	Earth Cushion	.40	400.00
3,500	" "	Filler	.40	1,400.00

Sub-Total	$ 102,080.00
10% Engr. & Cont.	10,208.00
TOTAL	$ 112,288.00

Cost per Mile $ 6,217.49

State Funds Available	$ 43,638.79
Federal Aid Requested	68,649.21
	$ 112,288.00

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

Form 1201

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVED AT 76 THIRD ST., COR. OAK, PORTLAND, OREG. ALWAYS OPEN

B21GC TR 41 DR 80

LAGRANDE ORG 11A JUL 26 1922

ROY A KLEIN

ROOM 520 MULTNOMAH COUNTY COURT HOUSE PORTLAND ORG

985

RECOMMENDATION MYSELF AND UNION COUNTY COURT TO ACCEPT ROSCOE NEAL BID ON UNIT ONE ISLANDCITY ELGIN STOP REJECT BID SLOANE CONSTRUCTION COMPANY UNIT TWO AND READVERTISE IN AUGUST WITH LONGER TIME LIMIT STOP RECOMMEND LOW BID BAKER STICES GULCH BE ACCEPTED

R H BALDOCK

1115A

Dic by J. W. DeYoung

AP

Form 1206A

CLASS OF SERVICE DESIRED

Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

La Grande, Oregon,
July 26, 1922.

RECEIVED
JUL 27 1922
OREGON
STATE HIGHWAY COMMISSION

Roy A. Klein,
Room 520 Multnomah County Court House,
Portland, Oregon.

Recommendation myself and Union county court to accept Roscoe Neal bid on Unit one Island City Elgin stop Reject bid Sloane Construction Company Unit two and readvertise in August with longer time limit stop Recommend low bid Baker Stice's Gulch be accepted.

R. H. BALDOCK

CONFIRMATION

Dic by J. W. DeCuna

AF

Form 1204

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT

B92PO C 9 SALEM. OREG.

LAGRANDE ORG 323P JUL 3 1922

HERBERT NUNN

STATE HIGHWAY ENGINEER SALEM ORG

SATA FOR FEDERAL AID PROJECT ISLAND CITY ELGIN SHIPPED TODAY

R H BALDOCK

355P

Dis by J. W. DeBurgh

AF

Form 1217A

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	X
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

RFP

Salem, Oregon June 30th, 1922

R.H.Baldock
Division Engineer
La Grande, Oregon

Island City-Elgin surfacing made Federal Aid Project stop Must start preparation plans immediately stop Please furnish one hundred or four hundred foot scale map immediately stop Have location profile this office stop Send revised profile if changes have been made stop Project to be advertised for July twenty fifth.

(Day Letter)

HERBERT KUHN

Dic by J. W. DeSouza

AF

June 27th, 1922.

Mr. R. H. Baldock,
Resident Engineer,
La Grande, Oregon.

Dear Sir:

- Reference is made to your letter of the 26th inst., relative to sketch map for the Island City - Elgin surfacing.

Our previous letter must have been misunderstood as we do have the tracing in this office, but did not receive the blue print which you stated that you were sending in your letter of June 14th.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

Dic by J. W. DeYoung

LF

...AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
June 26, 1922.

Island City-Elgin Surfacing-
Re: Sketch Map--

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In reply to your communication in regard to sketch map of the Island City-Elgin section, advise that you have this sketch map in your office, in that you used the tracing to make blue prints for advertising the grading.

I did not have an additional copy of the sketch map in this office and sent you another map of the section between Island City and Elgin, and requested that you transfer the gravel pits and quarry sites to the tracing you have. If you are unable to locate this tracing advise by wire and I will endeavor to make up a new one.

Very respectfully,

R H Baldock

R H Baldock
Division Engineer.

...HIS V

RECEIVED
JUN 27 1922
OREGON
STATE ... COMMISSION

STATE Oregon

PROJECT NO. 80
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) June 26, 1922

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of Chapter 51, Laws of 1920

(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State Highway Department assumes responsibility for maintenance

1. Local name of road Island City-Elgin Section of La Grande-Enterprise Highway
2. Located between Island City and Elgin, County of Union
3. Points of beginning and ending End of pavement at Island City to beginning of Elgin-Minam P. R. Proj No. 5
4. Length in miles (gross) 18.06 (net) 18.06

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4256

5. Miles of project used as post route _____; miles not used as post route _____

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Portion of La Grande - Enterprise Federal Aid Secondary Highway

11. Improved roads adjacent or contiguous and type of each Pavement on West, Surfaced road on east.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 150, and (*c*) horse-drawn vehicles 5

13. Local traffic, approximate average daily number of (*a*) trucks 20, (*b*) passenger motor vehicles 50, and (*c*) horse-drawn vehicles 15

14. Description and present condition of traveled way Graded to State Highway Department standards

15. Proposed width of surfacing 18; feet between ditches 32; approximate maximum gradient 5 per cent.

16. Proposed type of construction Broken stone or gravel surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project as shown on sketch map

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet Overcrossing and bridge at Station 670 awarded under separate contract

(Designate each by the same distinguishing marks as on sketch map.)

No federal aid requested

19. State's share of cost of construction will be provided by State

(State or (and) county.)

20. Amount of funds which are/will be available for construction: (a) State $48,093.20 and any additional amounts required. Sale of bonds authorized

(Amount.) (Source; refer to statute.)

(b) County.....

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by State

(State or (and) county.)

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

25. Reconnaissance estimate of cost of project:

Made by _____ Date _____, 19____

Approximate Quantity.	Unit.	Item.	Price.	Amount.
	Cu. yds.	Excavation, ____% rock		
	Sq. yds.	Surfacing of		
40,000	cu.yds	Bro.Stone or Grav. Surf.	2 50	100,000 00
5,500	" "	Bro.Stone or Grav.Sub-base	2 00	11,000 00
3,500	" "	Filler	50	1,750 00
		Structures of 20′ span or under		
		Structures over 20′ span		
		Other items		
			Subtotal	112,750 00
			10% Engineering and Contingencies	11,250 00
			Total	123,750 00

Length, 18.06 miles.

Cost, $ 6,852.15 per mile.

This estimate approved by:

S. H. Probert

Office Engineer

(Title)

26. Amount of Federal aid desired $ 75,454.70

(State in lump sum or percentage, but not both.)

8—4256

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY DEPARTMENT

(Official title of Highway Department.)

By

Chairman

(Title of officer.)

By

Commissioner

(Title of officer.)

By

Commissioner

(Title of officer.)

July 19, 1932.

Mr. C. E. Purcell,
Bureau of Public Roads,
Post Office Bldg.
PORTLAND, OREGON

PR 80

Dear Sir:

Herewith, we are enclosing six copies of Special provisions on the Island City-Elgin Section, Oregon Federal Aid Project No. 80. Copies of estimate and unit price analysis will be forwarded you as soon as they are received from our Mr. Baldock.

Four blue print sets of plans are today going forward to you, under separate cover.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By

Office Engineer

Dic by J. W. DeSousa

1D
Encl.

SPECIAL PROVISIONS

Island City - Elgin Section

ALTERNATE PROPOSALS TO BE RECEIVED

For purposes of contracting, the section has been divided into two units, Unit 1, 6.57 miles in length being from Station 105 + 11.5, at Island City, to Station 467 + 00, approximately one quarter mile north of Alicel; and Unit 2, 11.49 miles in length being from Station 467 + 00 to Station 1266 + 50, the end of the project at the bridge over the Grand Ronde River at Elgin.

The contractors may submit bids based on being awarded either unit 1 or unit 2 alone, or based on being awarded both Units 1 and 2.

The right is reserved by the State Highway Commission to make such award or awards as may appear to it to be to the best interests of the State.

ALTERNATE TYPES OF SURFACING

For Unit 1 the contractor may submit alternate bids based on, (A) Broken Stone Surfacing, or (B) Crushed Gravel Surfacing. Surfacing materials for Unit 2 shall be Broken Stone, without alternate.

In the Special Provisions which follow, it is understood that all specifications not making specific exception will apply equally to Broken Stone and Crushed Gravel.

SUB-SURFACING UNIT 1

Work to be Done:

On Unit 1, from Station 125 to 270, and from Station 362 to 385, there shall be constructed a sub-surfacing course of broken stone or gravel, which, of the two kinds of materials is used, to be optional with the contractor.

Width and Thickness:

The sub-surfacing shall be laid to a width of eighteen (18) feet, in a single course, with an average depth of six (6) inches, loose measure. The right is reserved to vary the thickness in accordance with sub-grade conditions.

Sizes of Materials:

Broken stone for sub-surfacing shall be a crusher-run product, the maximum dimension of which shall be three (3) inches.

Gravel for sub-surfacing shall be run-of-bank gravel with the same limiting dimension as given for broken stone.

Loose and Protruding Stones to be Removed:

If, after the sub-surfacing materials are spread, any stone or fragments more than one and one-half (1½) inches in size occur on top of the sub-surface course, or protrude above the general surface level of that course, such stones or fragments shall be removed from the roadbed, and either crushed for use in the surfacing course, or disposed of in some other manner satisfactory to the Engineer.

Hauling, Dragging, Etc.:

With a view of securing a maximum amount of uniformly smooth and compact surface the contractor will be required to, as far as practicable, do his hauling over the sub-surfacing as it is placed; to construct the sub-surfacing beginning at the point on the project nearest the point of loading and working away from that point; and to thoroughly drag the surfacing at frequent intervals during the course of construction. The intervals at which dragging will be required and the manner in which it shall be done shall be determined by the Engineer, basing his judgment upon the results that are and can reasonably be obtained.

Specifications to Apply:

Specifications for preparation of sub-grade, class of materials, materials to be secured by the contractor, dumping on roadway, etc., shall be the same as given herein for broken stone or crushed gravel surfacing.

Measurement and Payment:

The quantity to be paid for under this item shall be the number of cubic yards, loose measure, of broken stone or gravel incorporated in the sub-surfacing course, in accordance with these specifications and the instructions of the Engineer. The price bid shall include the furnishing, hauling, placing and dragging of the materials, and the removal and disposal of oversize particles.

BROKEN STONE OR CRUSHED GRAVEL SURFACING.

Preparation of Sub-grade:

Before spreading the surfacing the contractor shall, by means of blades, graders, fresnoes, or other suitable equipment, shape up the roadbed, bringing same to uniform crown and grade, with a surface free from ruts, humps and depressions.

The sub-grade shall be prepared only a short distance ahead of the surfacing operations, and after having once been prepared shall be maintained true to crown, grade, and uniform surface.

In no event shall any surfacing materials be placed upon any section of the sub-grade which is not, in the opinion of the Engineer, in a condition suitable and satisfactory for surfacing.

Width, Thickness and Number of Courses:

The surfacing shall have a top width of fourteen (14) feet feathered to a bottom width of eighteen (18) feet. It shall be laid in two courses, each course having a cross-section area as nearly equal to one-half the total cross section area as can reasonably be ob-

tained. The top course shall entirely cover and overlap the bottom course, as indicated on the blue print section attached.

In general, the surfacing shall be laid to a total depth of eight inches, loose measurement. Where, however, an eight inch thickness is not required, or is insufficient, the surfacing shall be laid to such thickness as the Engineer may direct.

The thicknesses at all times shall be as ordered by the Engineer, and any quantities of material deposited in excess of that ordered by the Engineer will not be paid for.

Materials:

All surfacing materials shall be clean, hard, tough and durable, shall contain no vegetable or other deleterious material, and shall be free from soft, thin, elongated or laminated pieces.

Materials of suitable quality are available from the quarry sites and gravel pits indicated on the accompanying sketch map at Stations 805, 123 and 1152. Only the most suitable materials available from these sources, or material in every way equal thereto, will be allowed to be used. Materials from sources other than those shown shall be used only with the approval of the Engineer.

All overburden shall be removed far enough in advance to prevent its becoming mixed with the surfacing material.

Materials to be secured by the Contractor:

The contractor will be required to furnish and develop all quarry sites, pits or other sources of material, and all cost in connection therewith shall be understood to be included in the unit price bid for surfacing materials.

State to Condemn Material Sites:

In the event that the contractor, after due and dilligent effort, finds it impossible to secure surfacing material sites enumerated above, or from such other sources of materials as the engineer may approve, without compliance to unreasonable restrictions or the payment of exhorbitant royalties, the State Highway Commission, at the contractor's written request, will institute condemnation proceedings, or take such other steps as may seem advisable, for the securing of materials from the particular source, or sources involved.

It is understood that the contractor will bear all expense of the condemnation proceedings, and all other expense to which the State Highway Commission may be put, and will pay such royalty costs or other consideration as the Court may award.

Means to Prevent Separation of Materials:

In the handling of materials the contractor shall use means which will prevent, as far as possible, a separation of the fine from the coarse materials. As far as possible materials in being transferred into stock piles, bins or vehicles shall be dropped vertically.

Sizes of Materials:

Materials for the base course shall pass a one and one half (1½) inch circular opening, and shall be well graded from that size to dust, containing not to exceed thirty-five (35) per cent of material passing a one-fourth (¼) inch screen.

Materials for the top course shall all pass a three-quarter (3/4) inch circular opening, and shall be well graded from that size to dust, containing not to exceed thirty-five (35) per cent of material passing a one-fourth (¼) inch screen.

In the manufacture of crushed gravel, all nigger heads, boulders and other oversize particles or fragments that may occur in the pit run material, shall be crushed and shall become a part of the surfacing material.

Dumping on Roadway:

The spreading of any course or layer of materials shall be done from suitable spreader wagons, end dump trucks with end gates adjusted to give the proper spread, or from piles dumped along the road. No segregation of large or fine particles will be allowed, and the materials as spread shall be free from pockets of large or fine material.

Hauling, Dragging, Etc. :

With a view of securing a maximum amount of uniformly smooth, and compacted surface the contractor will be recuired, as far as practicable, to do his hauling over the surfacing as it is placed; to construct the surfacing beginning at the point of loading and working away from that point; to construct the entire base course from any set up before beginning construction of the top course from that particular set up; and to thoroughly drag the surfacing at frequent intervals during the course of construction. The intervals at which dragging will be required and the manner in which it shall be done will be determined by the Engineer, basing his judgment upon the results that are and can reasonably be obtained.

Finishing Shoulders:

After the surfacing has been placed and compacted, the earth shoulders shall be leveled down and the entire roadbed trimmed up so as to provide a uniformly crowned and well drained cross-section, as indicated on the plans. Any loose rock, stone or boulders that may be dragged to the surface or made to protrude by this operation, shall be removed from the roadbed and placed along the edge of the right of way.

Measurement and Payment:

The quantity to be paid for shall be the number of cubic yards of surfacing materials furnished, delivered and incorporated in the work. Payment will be made at the unit price bid per cubic yard for surfacing of the particular class involved.

The unit price bid shall be understood to cover preparation of subgrade, the furnishing, screening, crushing, hauling, spreading and compacting of materials, the trimming, and finishing of shoulders, and all other work involved in the construction of the finished surfacing, at the grade and to the cross section indicated on the plans, and in accordance with these provisions.

Any rolling or sprinkling that may be required will be paid for as "extra work" or will be done by state forces. Filler will be paid for as specified hereinafter.

MAINTENANCE MATERIALS

Materials for maintenance shall conform in every respect to the specifications for the materials for the top course of the type of surfacing constructed over the particular section involved. They shall be placed in neat, well formed piles of 25 cubic yards each, spaced at intervals of approximately one-quarter ($\frac{1}{4}$) of one mile.

The particular points at which the piles shall be placed shall be designated by the Engineer.

Payment shall be made at the unit prices bid for materials for maintenance, of the particular class involved, and this price shall be understood to include the furnishing, screening, crushing, hauling, and oiling of materials, and the leveling or other preparation necessary for the sites upon which the materials are to be piled.

EARTH CUSHION

Where the Engineer so directs, there shall be spread over the subgrade in rock cuts or fills a cushion of earth materials to prevent loss of surfacing materials between the interstices of the rock subgrade. Earth cushions shall, where possible, be of sand or sandy loam, and shall in all cases be free from lumps, clods or rock spalls.

Earth cushion will be required in certain rock cuts and fills between Stations 1030 + 00 and 1110 + 00, and certain other rock cuts and fills, as directed by the Engineer.

The subgrade upon which the cushion is to be used shall be shaped up and brought as closely as possible to uniform crown, cross section and grade. The cushion material shall then be spread uniformly over the subgrade to such width and depth as the Engineer may direct. In general it will be laid four inches in thickness and eighteen feet wide.

In no case shall cushion material be obtained from embankment, shoulders or slopes, and whenever it is obtained within the right of way limits the excavation therefor shall be left neatly trimmed and properly drained.

The cushion material shall be spread upon the prepared subgrade to uniform crown and grade, free from humps, depressions or other irregulatities, and it shall be so worked or otherwise manipulated that all spalls of rock are removed from the surface.

Cushion shall be paid for at the price bid per cubic yard, loose measure, for "earth cushion." This price shall be understood to include and cover the excavation, hauling, and spreading of the earth cushion material, in accordance with these specifications; provided, however, that for such earth cushion material as must be hauled more than 500 feet, the contractor will be paid, in addition to his bid price for earth cushion material, price for "earth cushion haul" of 25¢ per cubic yard for each mile, or fraction thereof, of haul, in excess of 500 feet.

BRIDGE AWARD UNDER SEPARATE CONTRACT

The contractor's attention is called to the overhead bridge at Rhinehart near Station 870 + 00. This is a combined structure over the Oregon-Washington Railroad and Navigation Company's tracks and the Grande Ronde River, and will be constructed under a separate contract. No guarantee is given that this structure will be completed in time for surfacing materials to be hauled over same.

FILLER

Where the engineer so directs, there shall be added to and incorpora ted with the surfacing materials, a "filler" of sand, loam or other suitable material. Materials for this purpose shall be obtained from such sources as the Engineer may select, and shall be dry and finely pulverized.

The course of surfacing in connection with which the filler is to be used, shall, immediately before the application of the filler, be shaped up and brought to uniform crown, cross section and grade, free from all ruts and inequalities. The filler shall then be spread uniformly over the course of surfacing, the spreading to be done by hand from piles of filler material dumped at convenient intervals alongside the work. The quantity of filler to be used shall be as the engineer may order.

In no case shall filler material be obtained from embankment shoulders, or slopes, and when filler material is obtained from within the right-of-way limits, the excavation therefor shall be left neatly trimmed and properly drained.

Filler shall be paid for at the price bid per cubic yard, loose measure, for that item. This price shall be understood to include and cover the excavation, hauling, and spreading of the filler material and the incorporation of same with the surfacing materials in accordance with these specifications; provided, however, that for such filler material as must be hauled more than five hundred (500) feet the contractor will be paid in addition to his bid price for filler a price for "filler-haul" of twenty-five (25) cents per cubic yard for each mile, or fraction thereof, of haul in excess of five hundred 9(500)feet.

When filler materials are obtained and hauled in such manner as to be not susceptible of accurate measurement, the quantity to be paid for shall be estimated by the engineer in such manner as appears to him to be most equitable.

6-10-22

FORM 2A 10M-8-22

J. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. BARRATT HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

La Grande, Oregon,
July 3, 1922.

RECEIVED
JUL 5 - 1922
COMMISSION

Island City-Elgin Surfacing.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I am sending under separate cover, by express, 400' scale map corrected to date, showing all revisions, and a blue print of theprofile with corrections in the grade, alignment and quantities, for the Island City - Elgin section of the La Grande-Joseph highway in Union county. This in response to your telegram of June 30th.

The changes in alignment are very slight. At station 105, the beginning of the project, we have shown a 15° degree curve to the left at Island City, connecting with the end of the macadam. It may be that the Federal government would prohibit a curve of this magnitude, in which case the project could be started at station 106. It is impossible to eliminate this curve on account of buildings in the town and the connection with the pavement.

There was a slight change at 28 degree curve at station 120, the 10 degree curve at station 127, which do not affect the yardage or grade line.

The grade line is raised slightly at station 111 to give better sight distance over vertical curve at station 115 where railroad crosses grade.

The grade line between stations 125 and 170 was raised in places on account of the swampy nature of this section and the highwater marks in evidence this spring. I believe the extra yardage to be very good insurance for the preservation of our macadam.

Yours truly,
E.A.S.

...EUGENE, CHAIRMAN
...N, PORTLAND
...BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Island City-Elgin surfacing- H Nunn- 2-

The alignment between stations 128 and 624 was shifted 10 feet; the original line was located 25 feet from the railroad right of way fence, giving 45 feet right of way on the opposite side. This had been found satisfactory in similar cases, using the railroad borrow pit as drain on one side, but the contractor wished to use elevating graders so the line was shifted 10 feet to the center of the right of way, giving 35 feet on both sides. For the most part the ground was level, but the ground line, grade line and quantities were not changed; where the ground line was changed the grade line was changed to conform and the quantities remained the same. Both grade and ground line changes are shown.

A slight grade change was made at station 815 to station 830 to better the grade line.

Line change, using same grade line, at Rhinehart overhead, between stations 855 and 870, was made to give better runoff to the bridge.

Between stations 1090 to 1204 in the original levels there was error and the grade line was changed to conform, leaving quantities unchanged.

Between stations 1204 and 1216 the grade line was changed at the request of the Bridge Department at the Grande Ronde River crossing.

There were a few small errors and angles, and an equation in bearings, near Rhinehart, caused by two different surveys, which have been taken out by Mr. Bishop, and the revised bearings shown on profile.

The job as a whole checks fairly close to the preliminary. There has been some yardage subtracted from the preliminary estimate of bridges and put into the bridge contracts, but the saving in overhead on rock would be equal to the yardage subtracted, which yardage was taken out because the grading contractor will be completed and moved away before the bridge at Rhinehart is completed.

...L. CHAIRMAN
...NTLAND
...RATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Island City-Elgin Surfacing- H Munn 3-

There has been an increase of pile trestle bridges due to supplementary contract, at the request of the Bridge Department. On the whole the revised estimate will be less than the preliminary. In practically all changes the character of the work remains the same, and in no case is the contractor damaged by changes. Near Indian Creek considerable overhaul was cut out and channel changes eliminated, which gives side borrow, which is much better for the contractor. At the time the job was estimated it was considered impractical to borrow near Indian Creek on account of the swampy nature of the ground, but this swamp has dried out and side borrow operations are permissible.

The Federal Government may make objections to the railroad crossing at Island City, but it is impracticable to eliminate this crossing in view of the expense attached, there being no support on either side, nor no opportunity for an under or over crossing in the immediate vicinity. In fact I know of no place between La Grande and Rhinehart where a grade separation crossing could be installed without great expense. The County Court has promised to cut down some trees near Island City crossing, which will increase the sight distance, and when this is done there should be no appreciable hazard if due caution is exercised.

I would suggest that the time limit for surfacing this project be made July 1, 1943, in view of the lower bid prices which I think we can get, the uncertainty of the fall weather in this section, and the probable conflict with the Rhinehart overhead crossing.

If you should require additional information please call on this office.

I wish to apologize for the sloppy condition of the map and profile, but your telegram advised you wished this data immediately. And I put

...E. CHAIRMAN
...ORTLAND
...RATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ...

OREGON STATE HIGHWAY COMMISSION

SALEM

pressure on the office force, working Sunday and nights to get it to you in sufficient time, and did not have opportunity for neat work.

Very respectfully,

R H Baldock

RHB V

R H Baldock
Division Engineer.

7/24/22

Project 80--
Island City - Elgin Section--

Unit No. 2-- Surfacing--

Detail of estimate: Based on two plants- stations 805 and 1152.

26,500 cubic yards broken stone.

Plant at station 805 to put out 17,000 cu yds. This plant will require 80 eight hour shifts-- 215 yards per shift-- plus 20% loss of time = 96 shifts-- four weeks to set up-- three weeks to move to plant 1152. Plant at station 1152 to put out 9,500 cu yds. This plant will require 44 eight hour shifts-- 215 cu yds per shift-- plus 20% loss of time = 52 shifts. Total time for setting up, operating and moving = 198 eight hour shifts. it is possible to work double shifts during July and August, or a gain of 40 shifts, making a time limit of six months.

1.	General office overhead:			
	Bidding expense	300 00		
	Inter est on bond	900 00		
	Interest on operating money	1200 00		
	Expense general office	300 00		
	Traveling expense	300 00	3000 00	.1132
2.	Local overhead:			
	Salary of superintendent	1500 00		
	" " timekeeper	700 00		
	Building camp	1000 00		
	Freight	200 00		
	Industrial insurance	400 00	3800 00	.1434
3.	Quarrying and loading:			
	Salaries, incl. setup & moving	3000 00		
	Rental of equipment	1800 00		
	Powder	2100 00		
	Fuel and supplies	1400 00		
	Drilling and blasting	1800 00		
	Freight on equipment	360 00		
	Truckage " "	50 00		
	Water, pumping, etc.	400 00	10910 00	.4125
4.	Crushing:			
	Salaries, incl. setting up, etc.,	4000 00		
	Rental of equipment	2800 00		
	Freight " "	1100 00		
	Truckage" "	400 00		
	Repairs and renewals	1500 00		
	Bunkers	1200 00		
	Pumping water	500 00		
	Fuel and supplies	3000 00	14500 00	.5482
5.	Hauling 67,900 c y mi @ 22½¢	15277 50		
	Building road for hauling	1700 00	16977 50	.6418
6.	Spreading & prep. sub-grade	2645 00	2645 00	.1000
7.	Royalty on rock	1325 00	1325 00	.0500
			53157 50	2.009
	Plus contractor's profit of 15% ----------		7973 63	.302
		Totals ---	61131 13	2.311

use 2.35

Project 80--
Island City - Elgin Section--
11.49 miles surfacing--

ENGINEER'S ESTIMATE:

Unit No. 2---

Broken stone surfacing	25,000 cu yds @ 2.50		62,500 00
" " maintenance	1,150 " " @ 2.40		2,760 00
Filler material	3,500 " " @ .50		1,750 00
Earth Cushion material	1,000 " " @ .50		500 00
			$67,510 00

(This estimate includes contractor's profit of 15%.)

8/4/24

...gin Section--

...2-- Surfacing--

Detail of Estimate: Based on two plants- stations 805 and 1152. 26,000 cubic yards broken stone.

Plant at station 805 to put out 17,000 cubic yards; this plant will require 80 eight hour shifts-- 215 cu yds per shift-- plus 20% loss of time-- equals 96 shifts-- four weeks to set up and three weeks to move plant to station 1152. Plant at station 1152 will require 9,000 cu yds-- 215 cu yds per shift-- plus 20% loss of time-- equals 52 shifts. Total time for setup, operating and moving-- 198 eight hour shifts, or seven months time. Possible to work three months this fall and start work April first, making a time limit of August first, 1923. Work to be closed down during the winter.

1.	General office overhead.			
	Bidding expense	300 00		
	Interest on bond	1000 00		
	Interest on operating money	1300 00		
	Expense general office	300 00		
	Traveling expense	300 00	3200 00	.1231
2.	Local overhead.			
	Salary of superintendent	1600 00		
	" " timekeeper	800 00		
	Building camp	1000 00		
	Freight	200 00		
	Industrial insurance	400 00	4000 00	.1538
3.	Quarrying and loading:			
	Salaries, incl. setup & moving	3000 00		
	Rental of equipment	1800 00		
	Powder	2100 00		
	Fuel and supplies	1400 00		
	Drilling and blasting	3800 00		
	Freight on equipment	360 00		
	Truckage " "	50 00		
	Water, pumping,	400 00	12910 00	.4965
4.	Crushing:			
	Salaries, incl. setting up, etc.	4000 00		
	Rental of equipment	3500 00		
	Freight " "	1100 00		
	Truckage " "	400 00		
	Repairs and renewals	1500 00		
	Bunkers	1200 00		
	Pumping water	500 00		
	Fuel and supplies	3000 00	15200 00	.5848
5.	Hauling 67,900 c y mi @ 22½¢	15277 50		
	Building road for hauling	1700 00	16977 50	.6530
6.	Spreading & prep. sub-grade		2600 00	.1000
7.	Royalty on rock		1325 00	.0510
			56212 50	2.1622
	Plus contractor's profit of 15% ----------		8431 88	.3243
	Total ----------		64644 38	2.4865

Use 2.50

6/17/22

Island City - Elgin Section.

Haul Summary:

Station.	Station Set Up/	Distance Station.	Distance Miles.	M. P.	Miles Dev. by Set up.	Cu. yds. Surf'g Mater'l.	Cu. yds. Maint'ce Material.	Cu. yds. Sub-surf. Material.	Cu. yds. Haul.
105/11.5									
		17/ .8	.34						742
	123			0.34	6.57	14,454	637	5,400	
			6.23						52,150
467				6.57					
			6.16		7.37	16,214	737		51,000
	305			12.73					
			1.21						3,400
869				13.94					
	419.5		.06	14.00					
			1.96		4.12	9,064	412		6,500
	1152			15.96					
			2.16						7,300
	0			18.12	18.06	39,732	1806	6,320	
			18.12	18.12	18.06				

...ssed the operation
...sed and t... output decreased
...e cost of standard instal-
... the opinion that my price
... charges would be increased
sufficient t... make up t... e
lation. I am still of the

7/20 2

La Grande - Joseph Highway-
Island City - Elgin Section-
Surfacing--

Unit #1-- Alternate A-- Broken Stone-- 15,000 cubic yards--

Detail of Estimate: Based on output of 250 cu yds per eight hour shift = 60 shifts. Plus 20% loss of time = 84 shifts. Five weeks to set up.

1. General office overhead:			
Bidding expense	300 00		
Interest on bond	500 00		
Interest on operating money	750 00		
Office expense	200 00		
Traveling expense	150 00	1900 00	.1266
2. Local overhead:			
Salary of superintendent	900 00		
" " timekeeper	400 00		
Building camp	500 00		
Freight on camp equipment	100 00		
Industrial insurance	250.00	2150 00	.1433
3. Quarrying and loading:			
Salaries	1650 00		
Rental of equipment	900 00		
Powder	1000 00		
Fuel and supplies	800 00		
Drilling and blasting	1200 00		
Freight on equipment	300 00		
Truckage	50 00		
Water	100 00	6000 00	.4000
4. Crushing:			
Salaries	2300 00		
Rental of equipment	1700 00		
Freight	1000 00		
Truckage	150 00		
Water	50 00		
Bunkers	700 00		
Repairs and renewals	1200 00		
Fuel and supplies	1600 00	8700 00	.5800
5. Hauling		15600 00	1.0400
6. Spreading and prep. subgrade		1500 00	.1000
7 Royaly		750 00	.0500
		36600 00	2.4399
Plus contractor's profit of 15%		5490 00	.3660
Totals		42090 00	2.8059

7/20 r

- Joseph Highway-
City - Elgin Section-
cing--

Unit #1-- Alternate B-- Crushed Gravel-- 15,000 cubic yards--

Detail of Estimate: Based on output of 250 cu yds per eight hour shift = 60 shifts. Plus 20% loss of time = 72 shifts. Five weeks to set up.

1. General office overhead:			
Bidding expense	300 00		
Interest on bond	460 00		
Interest on operating money	620 00		
Expense of office	200 00		
Traveling expense	150 00	1730 00	.1153
2. Local overhead:			
Salary of superintendent	800 00		
" " timekeeper	375 00		
Building camp	500 00		
Freight on equipment	100 00		
Industrial insurance	225 00	2000 00	.1333
3. Loading:			
Salaries	1500 00		
Rental of equipment	800 00		
Freight on "	300 00		
Fuel and supplies	900 00	3500 00	.2333
4. Crushing:			
Salaries	2100 00		
Rental of equipment	1600 00		
Freight on "	1000 00		
Bunkers	700 00		
Repairs and renewals	1200 00		
Fuel and supplies	1500 00	8100 00	.5400
5. Hauling:			
53,000 cu yd miles @ 22¢		11660 00	.7773
6. Spreading and preparation subgrade		1500 00	.1000
7. Royalty on gravel		750 00	.0500
		29240 00	1.9492
Plus contractor's of 15% ----------		4386 00	.2924
Totals ----------		33626 00	2.2416

FORM 8A 10M-9-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

REFERRED TO Robert H. N.

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
August 1, 1922.

RECEIVED
AUG 5 1922
OREGON
STATE HIGHWAY COMMISSION

Project 80-
Detail of estimates.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In reply to your communication of the 27th ultimo I am inclosing herewith detailed estimates on which I based my estimate bid prices for surfacing the Island City - Elgin section.

You will note that Unit 1, alternate A, the bid of the Sloane Construction was approximately $710 above my estimate, whereas, on Unit 1, alternate B, A. D. Kern was approximately $700 below the estimate. There were three bidders above the estimate.

Roscoe Neal of La Grande took the job approximately $6,000 below the estimate. I believe he will lose money. I asked him about his bid, and while I was not able to get any definite information I got the impression he was figuring his haul at about 50¢ per yard; he must have made an error in figuring his average haul. Furthermore, he has rented the county equipment which is installed at this site, probably figuring that installation charges are cared for, but in my opinion a, drag line outfit will not prove economical, and while the installation costs would be decreased the operation charges would be increased and the output decreased sufficient to make up the cost of standard installation. I am still of the opinion that my price

HERBERT HUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

of $2.24 per yard, which includes contractor's profit of 15%, is approximately correct. However, I will keep close cost on his work, in the same manner I do on all contract jobs, and find out exactly how he comes out.

The bid on unit number 2, which was rejected, Mr. Sloane was approximately $11,000 above my estimate. Since receiving information in regard to the bid I have gone over my figures very carefully, and there is a possibility that I am low on a few of the items. I am inclosing a detail of my former estimate, and a detail of corrected estimate, the latter which will serve as a basis of bid price on my estimate for bids to be received on the next letting of this particular section. You will note I have increased the price 15¢, making a price of $2.50 per yard. This estimate is approximately $6,700 below Sloane's bid, and I believe that every item of cost is covered and a profit of 15% allowed. I understand that Sloane figured on two set ups on the assumption that there would be an early fall; that he might be caught and be unable to complete in one set up. If this were the case the bid would only be $3,500 high. However, it is entirely probable that the Rhinehart overstructure will not be completed until next May and there would be no reason for paying for extra installation, [redacted], and in case the structure is not completed there is no detour possible and traffic would not be able to use the road. I would recommend that the time limit on the new bid be placed at August 1, 1923. I believe that we can secure a bid between six and seven thousand dollars below Sloane's former bid.

Trusting this comparison gives a clear reason for my estimates, I remain

Very respectfully,

R O Bolduc

RHB V — Division Engineer.

Incls.

CONTRACT # 497

PR 64 Sarvice Creek 1921-1924

497

PR#64

July 28th, 1924.

Montague-O'Reilly Company,
11 North Sixth Street,
Portland, Oregon.

Gentlemen:

This is to advise that your claim for extra compensation in connection with the grading and surfacing of the Sarvice Creek Section, has had the consideration of the Highway Commission, and that the Commission has rejected same as covering an expense incidental to the fulfillment by you of your part of the contract, and an expense for which it does not consider the State to be liable.

In view of this action, which is final, we suggest that you execute the voucher which was mailed to you some time ago, and submit same to us for payment.

Very truly yours,

ROY A. KLEIN
State Highway Engineer.

By

Office Engineer.

SHP:TW

S. S. MONTAGUE.
PRESIDENT AND MANAGER

512 COMMONWEALTH BUILDING
11 NORTH SIXTH STREET
BROADWAY 2447

MONTAGUE-O'REILLY COMPANY

GENERAL CONTRACTORS
PORTLAND, OREGON

PR-64

HIGHWAY CONSTRUCTION
GENERAL CONSTRUCTION
PAVEMENTS, ROADS
SEWERS, WATER WORKS
CONCRETE

June 30th, 1924.

Mr. S. H. Probert,
State Highway Commission,
Salem, Oregon.

Dear Sir:-

In reply to your letter of the 27th inst. we hold voucher referred to for final payment on Sarice Creek Section of John Day Highway, and at suggestion of Mr.Klein, have not forwarded it for payment, pending the decision on a claim we have filed for extra compensation in connection with quarry work on this project.

We spoke to Mr. Klein at the last meeting of the Highway Commission at Portland, and he stated that he would try and have the claim acted upon at that metting, but we have heard nothing about it as yet.

Yours very truly,
Montague-O'Reilly Company,
By S. S. Montague

#4497 - Wheeler County 09-64

May 10, 1924.

Montague-O'Reilly Company,
11 North Sixth Street,
Portland, Oregon.

Gentlemen:

In response to yours of May 9, relative to your claims for additional compensation on the Service Creek Project in Wheeler County, would say that there would be no objection on my part to bringing this matter before the Commission for their consideration if you wish to do so.

The next meeting of the Commission will be held in Portland on May 28 and 29. The first day will be taken up with routine business, so would suggest that there would be a better opportunity on Thursday morning, the 29th.

Very truly yours,

State Highway Engineer.

RAY:HI

512 COMMONWEALTH BUILDING
11 NORTH SIXTH STREET
BROADWAY 2447

MONTAGUE-O'REILLY COMPANY
GENERAL CONTRACTORS
PORTLAND, OREGON

HIGHWAY CONSTRUCTION
GENERAL CONSTRUCTION
PAVEMENTS, ROADS
SEWERS, WATER WORKS
CONCRETE

May 9th, 1924.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We have your letter regarding the claim we submitted for additional compensation on the Sarvice Creek job in Wheeler county and note your conclusions in the matter.

We assume from conversations with you and with Mr. Wanzer, that you base your reasons for not recommending favorable action on our claim, principally on the grounds of thereby establishing a precedent that might cause your department embarassment in cases that may be brought up in future.

We still feel that there is merit in our contention, and if it would not be considered inconsistent with the policy of your department, nor discourteous to you, we would like to suggest that the matter be brought before the Highway Commission for their views, and if such meets with your approval, we would request the privalege ob being present at the discussion.

Will you kindly advise us whether the suggestion is agreeable to youand if so, when the matter can be brought up before the Commission.

Yours very truly,
Montague-O'Reilly Company,

By S Manager

PQ-64

April 26, 1924.

Montague-O'Reilly Company,
11 NorthSixth Street,
Portland, Oregon.

Dear Sirs:

Your claim for adjustment on contract No. 497 for grading the Service Creek Section of the John Day Highway, outlined in your letter of December 19, 1923, has been carefully studied and considered.

This claim refers particularly to the matter of reimbursement for costs incurred in moving your setup from station 1072 to 1160 on account of the insufficient quantity of suitable rock at the first location.

After carefully reviewing your statements, studying the contract conditions, talking with the field engineers and considering the general situation, I do not feel that I can consistently recommend to the Highway Commission any adjustment on this contract, therefore, regret that it becomes necessary to decline your request for further consideration.

Very truly yours,

State Highway Engineer.

BAK:LH

cc. C. W. Wanzer, Division Engineer, The Dalles, Oregon.

512 COMMONWEALTH BUILDING
11 NORTH SIXTH STREET
BROADWAY 2447

MONTAGUE-O'REILLY COMPANY

GENERAL CONTRACTORS
PORTLAND, OREGON

HIGHWAY CONSTRUCTION
GENERAL CONSTRUCTION
PAVEMENTS, ROADS
SEWERS, WATER WORKS
CONCRETE

December 28, 1923.

Mr. C.W. Wanzer,
Division Engineer, State Highway Commission,
The Dalles, Oregon.

Dear Sir:-

We are enclosing herewith a letter reviving our old claim on account of moving crushing plant on the Sarvice Creek Job. We think we have covered the situation accurately and have set forth reasons which to us seem plausible and sufficient for the State's complying with our request for reimbursement. We mentioned in conversation with you some time ago one or two minor items in the case of reclassification, Etc., which differed from the contemplated quantities bid upon, but in checking these items up the differences made were not of sufficient magnitude to have much bearing on the point involved in our claim. We did make an offhand reduction of approximately two thousand dollars ($2,000.00) at the outset of the job, which proved to be ~~was not taken and~~ too liberal an allowance under the conditions as the job developed.

I hope, if possible, to go to Pendleton to look over the proposed work in that vicinity and if I can arrange it will stop off at The Dalles, going or coming, and discuss this matter with you, otherwise will try to see you at the Highway Commission Meeting on January 8th. In the meantime, I hope you will be able to see your way clear to give this claim favorable consideration.

Very truly yours,

Montague O'Reilly Company,

By C. S. Montague

312 COMMONWEALTH BUILDING
11 NORTH SIXTH STREET
BROADWAY 2447

MONTAGUE-O'REILLY COMPANY

GENERAL CONTRACTORS
PORTLAND, OREGON

HIGHWAY CONSTRUCTION
GENERAL CONSTRUCTION
PAVEMENTS, ROADS
SEWERS, WATER WORKS
CONCRETE

December 19, 1923.

Mr. C.W. Wanzer,
Division Engineer, State Highway Commission,
The Dalles, Oregon.

Dear Sir:-

In connection with the construction of the Service Creek Section of the John Day Highway, we feel justified in presenting to you a claim covering the cost of removing our crushing plant from one location and re-installing it at another made necessary by conditions impossible to foresee.

The facts justifying our claim are as follows: Before installing our plant in the first instance, all of the various ledges and outcroppings in the vicinity of the upper end of the Section under construction, were carefully investigated, including the location designated on the State's profile as a probable quarry site. The one finally selected was at Station 1072, and was chosen because the exterior indications, as well as the rock exposed by shooting several test holes, showed it to be the best rock available within a reasonable hauling distance of the Section to be surfaced. Samples were selected by your resident Engineer and forwarded to Salem for testing in your laboratory. We were advised that the tests gave satisfactory results, and the use of the rock would be satisfactory to the State. After we had quarried some five or six thousand yards and used it in surfacing the roadway, the ledge proved of softer rock in the interior, and unsuitable for the purpose, and we were instructed to discontinue its use. By this time the ledge was exposed far beyond what would have been possible in any preliminary way.

The quarry site for this Section of the work, indicated on the profile as a possible site, was extensively opened up in grading the roadway, and it was found to be wholly unsuitable for quarry purposes. It was tough, though not hard, and broke in very large pieces. This site was better situated for hauling from, as it was further up the hill and would have reduced the distance of uphill haul. The lower site was chosen because of the indications of better rock, an advantage to the State but a disadvantage in the matter of cost of haul to ourselves.

512 COMMONWEALTH BUILDING
11 NORTH SIXTH STREET
BROADWAY 2447

MONTAGUE-O'REILLY COMPANY

GENERAL CONTRACTORS
PORTLAND, OREGON

HIGHWAY CONSTRUCTION
GENERAL CONSTRUCTION
PAVEMENTS, ROADS
SEWERS, WATER WORKS
CONCRETE

When ordered to discontinue the use of rock from the quarry designated as Number One, as above mentioned, we were necessarily compelled to relocate at a quarry site at Station 1160, designated as Quarry Number Two. This caused a loss of time in the production of rock of nearly six weeks, at a season of the year when the good weather so lost, should have been taken advantage of for surfacing work. The operations at Quarry Number Two were conducted in November and December and only intermittently, due to bad weather and soft grade. The grade on the upper Section of the project was largely a gumbo and it was essential, in order to keep the road open during the approaching winter that all efforts be made to get the rock on. This we did, and as a result the highway was kept open to travel the entire winter, without interruption, a condition that had not existed in any previous winter. The delays and prosecuting the work under unfavorable weather and grade conditions added greatly to our costs.

The actual cost of labor and materials of relocating our plant from Quarry Number One to Quarry Number Two, without overhead charges of any kind was thirteen hundred forty dollars and sixty-four cents ($1340.64). We consider it entirely fair and reasonable to the State that a compromise adjustment of this additional and wholly unforeseen cost be allowed whereby we stand the miscellaneous additional costs and the State reimburse us for actual labor and cost of relocating our plant at Quarry Number Two.

In verbal discussion of the above claim it has been pointed out that while the State shows on its profile, possible sites for quarries as a guide to bidders, it does not guarantee them. It must be admitted that the time allowed by the State from the date of advertising for bids on a project and receiving such bids, is usually altogether too short for prospective bidders to make more than a superficial examination of the ground, especially so, since the State has usually called for bids for any given date, on projects at great distances apart and often scattered over the whole State. A prospective bidder would not with reason be expected to go to the extent of drilling holes and making shots in each designated quarry site to determine the character of all of the rock required that might lie in a ledge. We concede that a bidder, by his observations based on his knowledge and experience, should be able to judge for himself whether rock that will meet the

512 COMMONWEALTH BUILDING
11 NORTH SIXTH STREET
BROADWAY 2447

MONTAGUE-O'REILLY COMPANY
GENERAL CONTRACTORS
PORTLAND, OREGON

HIGHWAY CONSTRUCTION
GENERAL CONSTRUCTION
PAVEMENTS, ROADS
SEWERS, WATER WORKS
CONCRETE

specified requirements is in evidence in apparently sufficient quantity to fulfill the requirements, and assuring himself of that fact; it does not appear within reason that he must also assume the hazard of what may be concealed in the interior of the ledge. The State, when calling for bids, does not guarantee that suitable material exists on the project, but when found by a contractor, the State should certainly not expect a contractor to guarantee what may be found within the ledge. The specifications pertaining to grading involve no such hazard or uncertainty. The contractor bids on classified material and awaits developments to determine what the material actually is.

The point involved in this claim is one that does not occur frequently, for as a rule rock ledges are of sufficient uniformity of character to either pass specifications or not. The establishment of a precedent is usually the principal argument in disallowing a claim of this kind. We believe that establishing such a precedent as this claim involves, will work to the great advantage of the State. It will remove an element of risk that bidders should not be expected to assume and one that there is no way of estimating. The advantage to the State in eliminating hazards of unknown conditions, encourages closer bids, and since a condition as here cited occurs but rarely, the cost to the State as in this case, is but small compared to the aggregate saving to be made by a clear and definite understanding at the time of bidding. Our interpretation of your specifications is as above outlined, and we believe it to be a reasonable one and wholly fair to State and Contractor.

Inasmuch as the condition herein described was wholly unforeseen and unexpected by both parties to the Contract, we fully believe that a compromise adjustment of the additional costs, as we here suggest is entirely fair and just, and we respectfully submit our claim for your consideration.

Respectfully,

Montague O'Reilly Company,

By

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM July 19, 1923

Mr. C. W. Wanzer,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Please see the attached letter from Montague-O'Reilly Company, dated July 18, 1923, making claim for additional compensation on the Service Creek Section of the John Day Highway, our contract No. 497.

I remember that we discussed this matter in a tentative way but would be pleased to have you make a statement of the actual conditions and your recommendations.

Please return Mr. Montague's letter.

Very truly yours,

Roy A. Klein
State Highway Engineer.

RAK:LM

1 Encl.

512 Commonwealth Building
11 North Sixth Street
Broadway 2447

MONTAGUE-O'REILLY COMPANY

GENERAL CONTRACTORS

PORTLAND, OREGON

HIGHWAY CONSTRUCTION
GENERAL CONSTRUCTION
PAVEMENTS, ROADS
SEWERS, WATER WORKS
CONCRETE

July 18, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

In connection with the performance of the contract for constructing the Service Creek Section of the John Day Highway, we feel justified in presenting to you a claim covering the cost of moving and installing our crushing plant at the second quarry operated.

The facts justifying this claim are as follows: The initial installation was made at about Station 1072. The rock appeared to be the best anywhere to be found on the upper Section of the project and tests made by the State Highway Department's laboratory gave satisfactory results, and we were advised the rock was acceptable. After taking out approximately six thousand yards, we were advised that the rock no longer passed the requisite tests and its further use was prohibited. This resulted in our having to locate our plant at a new quarry site at approximately Station 1160. This move occasioned a loss of time of about one month from about the middle of September till the middle of October. Fall rains then caused further delay, so that work at this quarry was not completed until the middle of December, due to the time lost in moving and bad weather. Had this move not been necessary we could have probably finished the quarry work at the original quarry site by November First, thereby saving a great deal of expense aside from the cost of re-locating.

The actual cost of making this move, which was not contemplated when bidding on the work, amounted to one thousand three hundred forty dollars and sixty-four cents ($1340.64). We feel the cause of the move was a condition wholly unforseen and entirely beyond our control. The quarry appeared good and the rock passed the tests, and we think it only fair to the State and ourselves, that if we stand the incidental losses arising through loss of time and prolonging the life of the contract, that the State should compensate us for the expense of moving our plant.

312 Commonwealth Building
11 North Sixth Street
Broadway 2447

MONTAGUE-O'REILLY COMPANY

GENERAL CONTRACTORS

PORTLAND, OREGON

HIGHWAY CONSTRUCTION
GENERAL CONSTRUCTION
PAVEMENTS, ROADS
SEWERS, WATER WORKS
CONCRETE

It is true that the location that proved unsatisfactory was not designated by the State on the plans and profile, nor was the quarry to which we moved, and which proved to be the most satisfactory of the three ultimately used. The site which was designated, was opened to a considerable depth in constructing the roadbed. The rock was tough, soft and broke in fragments impossible to handle and the available quantity was problematical. This rock was not tested by the State, and its location and character made a crushing plant site impracticable.

We submit this for your consideration and trust you will act upon it as we request.

Respectfully,

Montague O'Reilly Company,

By S. S. Montague

October 20, 1923.

TR-64

United States Fidelity & Guaranty Company,
C. O. Price, Manager,
903 Porter Building,
Portland, Oregon.

Attention Mr. Chester R. Hunt, Division Engineer.

Gentlemen:

On September 28th you advised us to hold final payment on contract No. 497, Montague-O'Reilly Company, Service Section, stating that a George A. Merrill had brought suit against this job to recover a certain sum due them. You also stated that Warren Construction Company were the indemnitors under this bond and as soon as you had been advised by them you would release this payment.

As this is a large payment and we do not care to hold it longer than necessary we would thank you to advise us if agreeable to you to release it at this time.

Very truly yours,

ROW A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

September 20, 1923.

United States Fidelity & Guaranty Company,
J. L. Hartman Company, Agents,
Chamber of Commerce Building,
Portland, Oregon.

RR64

Gentlemen:

You are hereby notified that State Highway Contract No. 497 for the construction of the Service Creek Section of the John Day Highway in Wheeler County, consisting of 1.6 miles of surfacing and 9.7 miles of grading and surfacing, has been completed by the contractors, Montague-O'Reilly Company, and that final payment will be made by the State with said contractors for work done under said contract on or after September 29, 1923.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contractors.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McFarland.

cc. Mr. C. C. Price, Manager, United States Fidelity & Guaranty Co.,
909 Porter Bldg., Portland, Oregon.

FORM SA 22000 SM-7-23

WILLIAM DUBY, BAKER, CHAIRMAN
H. [illegible]AN DUZER, PORTLAND
WM. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

35PE - Final Records
File 72

RECEIVED
SEP 29 1923
ORE[illegible]
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

9964

The Dalles, Oregon September 27, 1923

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

On July 21st we shipped to your office the final records on the Sarvice Creek Section. At that time Mr. Lytle withheld the alignment notes as he desired to recopy some of the notes which were not very legible. He has now returned these notes and we are forwarding them herewith. This completes all the final records for the above job.

Yours respectfully,

C. W. Wanzer

C. W. Wanzer,
Division Engineer.

Encl.
AWA/vc

E.A.K.

A C

B C

August 7, 1923.

0964

United States Fidelity & Guaranty Company.
C. O. Price, Agent.
Porter Building.
Portland, Oregon.

Gentlemen:

This letter is to advise you that it is the intention of the State Highway Commission to make semi-final payment to Montague-O'Reilly Company on Contract No. 497, for the grading and surfacing of the Bayview Section of the John Day River Highway in Wheeler County.

This payment will be made on or after August 17th 1923.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

MMF.

Aug. 18, 1923.

Mr. K. D. Lytle,
Resident Engineer,
Spray, Oregon.

PR #64

Dear Sir:

We are returning to you herewith the field notes and plats for rubble masonry bridge abutments constructed on the Service Creek Section under contract No. 497.

We find that there is not sufficient information given to make it possible to accurately compute the quantities of rubble masonry involved. We request, therefore, that you provide the lacking dimensions and that you send us your complete detailed computations.

The quantities of rubble masonry are the only quantities in your final estimate for the Service Creek Section which we are unable to check. A few errors were found in your earty work computations, but these were of only minor importance.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

SHP:ER

Enclosures

August 2, 1923.

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

PR - 64

Gentlemen:

In accordance with your letter of the 31st ultimo, we are enclosing herewith four copies of a statement relative to liquidated damages on the Service Creek Section, Oregon Project No. 64.

We regret that we overlooked sending these in with the final voucher.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Dict. by Mr. J. W. De Souza
EH

Enclosure

July 31, 1923.

Mr. C. W. Wanzer,
Division Engineer,
The Dalles, Oregon.

PR #64

Dear Sir:

On July 21, you wrote us that you were submitting the final records for the grading and surfacing of the Service Creek Section.

As we have not yet received this data, we are writing to ask that you have same traced.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

SHP:AP

I hereby certify that no liquidated damages have been collected on the contract for grading and surfacing the Service Creek Section, Oregon Project No. 64.

Office Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING.
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

July 31, 1923.

PR 64

RECEIVED
AUG 3 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to final voucher on Oregon 64, Service Creek Section, John Day Highway.

We note that the contractor overran the time limit on this project, and it is requested that if liquidated damages were waived by the State, a statement to that effect be submitted in order that the final voucher may be forwarded for payment.

Very truly yours,

C. H. Purcell

District Engineer.

Aug 7

July 27, 1923.

PR #64

Mr. G. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing four copies each of Federal Aid Vouchers as follows:

Proj. 64 - Bartlee Creek Section	$ 12,762.22	(Final)
" 94 - Coquille-Fat Elk Creek	2,091.15	

8199

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

Dic by J. W. DeSouza.

AP

Enclosure.

EC

July 19, 1923

PRH 4

Mr. C. W. Wanker,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Please see the attached letter from Montague-O'Reilly Company, dated July 16, 1923, making claim for additional compensation on the Service Creek Section of the John Day Highway, our contract No. 497.

I remember that we discussed this matter in a tentative way but would be pleased to have you make a statement of the actual conditions and your recommendations.

Please return Mr. Montague's letter.

Very truly yours,

State Highway Engineer.

RAK:LM

1 Encl.

Form No. 38.

P.R.#164

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED JUN 25 1923

Date June 19, 1923.

Job Name Service Creek Section

Week from June 10th to 16th.

Mail Address Spray

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 PE

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor finished his work on the 14th.

Final estimate will be in within 6 or 8 days.

Job inspected on the 16th by Mr. Duby, Mr. Klein, Mr. Wanzer and Mr. Morris.

NOTED
W. WANZER

Signed K. D. Lyth

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Other jobs..... *Percentage*.....

Form No. 20

PR#64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 12, 1923., 192...

Week from June 3rd to 9th.

Job Name Service Creek Section

Mail Address Spray

Telegraph or Telephone Address "

Highway John Day

Express and Freight Address Condon

County Wheeler Job Prefix 35 PR

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

All work on this section consisted of clearing up brush and logs along the right-of-way, it will probably take about 3 or 4 days to finish this work and do a little on some of the shoulders. there were 3 men and 1 team working.

Weather for the week was cool with occasional showers.

NOTED
C. W. WANZER
JUN 13 1923

Signed K. D. Lyda

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 88

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed 9.7

Miles completed except finishing 9.7

Miles covered by contractor's forces 0.0

Miles cross-sectioned 3.0

Miles cross-sections completed and checked 9.7

Miles to be remeasured 9.7

Number men in Engineering Party 0.0

Contractor's average force for week ..... 0 ..... *men,*

..... *teams,* ..... 2 ..... *steam shovels*

Grading work will be completed about 1

Jl 0 14

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed 11.3

Miles partially done 11.3

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time 0.0

Contractor's average force for week ..... Time expired ..... *men,*

..... *teams,* ..... 0 ..... *trucks*

Percentage of total required yardage now in place 0

Surfacing will be completed about 1005

Number men in Engineering Party ..... Completed

0

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* .....

Other jobs ..... 35 PE ..... *Percentage* 15

Other jobs ..... 35 PB2 ..... *Percentage* 25

Other jobs ..... 35 WB ..... *Percentage* 30

Maintenance 30

Form No. 89

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

JUL 9 1923
STATE

Date June 4, 1923., 192

Job Name Service Creek Section

Week from May 27th to June 2nd.

Mail Address Spray

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 PE

Express and Freight Address Condon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing"

There was practically no work done on thissection during the week, the contractor bladed the road on 3 different days and on June 2st there were 3 men and a team cleaning up the clearing and the same on the 2nd, It will probably take about another week for them to get everything cleaned up.

Moved camp from Sarvice Creek to Spray.

Weather cool and cloudy all week, rained a little Tuesday and Thursday.

NOTED
W. WANZER

Signed L. D. Lyda

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.7

Miles completed except finishing 0.0

Miles covered by contractor's forces

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 9.7

Miles to be remeasured 0.0

Number men in Engineering Party 2

Contractor's average force for week 2 *men,*

1 *teams,* *steam shovels*

Grading work will be completed about June 10th.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 11.3

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place 100

Surfacing will be completed about

Number men in Engineering Party 0

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PT *Percentage* 15

Other jobs 35 WB *Percentage* 15

Other jobs 35 PB-2 *Percentage* 40

Other jobs Maintenance *Percentage* 30

June 8, 1923

PRR 64

Montague -O'Reilly Company,
11 North 6th Street,
Portland, Oregon.

Gentlemen:

Your request for an extension of time on contract No. 497 for the grading and surfacing of the Service Creek Section of the John Day Highway in Wheeler County, was considered at the meeting of the Highway Commission on April 17th, 1923, and the following action was taken:

"The Montague-O'Reilly Company requested an extension of time to May 31, 1923 on contract No. 497, grading and surfacing the Service Creek Section of the John Day Highway in Wheeler County. The Engineer recommended that the extension bequested be granted without penalty inasmuch as the surfacing was suspended during the winter months under the Engineer's instructions on account of soft subgrade conditions. Extension of time approved as recommended."

Very truly yours,

State Highway Engineer.

LM

Form No. 89

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED JUN 1 1923

Date May 29, 1923. 192

Job Name Sarvcie Creek Section

Week from May 20th to 26th

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 PW

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing"

There has been very little work on this section during the week, there were three men cleaning ditches and culverts the first of the week but they quit and now there is only one man who does the blading. There is still a lot of cleaning up to do, probably about 1 days work for 4 or 5 men and a couple of teams. I have urge the Supt. to finish up but he is so busy moving out the equipment that he does not seem to have time to start anyone to work.

Weather for the week has been cool but no rain.

Mr. F. A. Morris of the Bureau of Public Roads was over the job on the 24th.

Signed C. J. Fyfe

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.7

Miles completed except finishing 0.0

Miles covered by contractor's forces 0.0

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 9.7

Miles to be remeasured 0.0

Number men in Engineering Party 2

Contractor's average force for week ..... 2 *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about ..... June 1 th.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 11.25

Miles partially done 0.05

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time ..... Time expired

Contractor's average force for week ..... 1 *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place 99.9

Surfacing will be completed about ..... June 1st.

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job	35 PE	*Percentage*	15
Other jobs	35 PB-2	*Percentage*	60
Other jobs	35 WA	*Percentage*	15
Other jobs	35 WB	*Percentage*	10

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----

POST OFFICE BUILDING,
PORTLAND, OREG.

May 31, 1923.

64

RECEIVED
JUN 1 1923

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attention Mr. Probert

Reference is made to your letter of May 10, relative to voucher on Oregon No. 64. An error in carrying forward the previous amount paid was made, and in correcting the amount shown in the voucher the fourth and fifth figures were transposed, i.e., amount originally shown by voucher was $64,486.51. This should have read $68,468.51 and in making the change $68,486.51 was used. In submitting the next voucher on this project the correct amount paid can be shown which will correct the error.

Very truly yours,

C. H. Purcell
District Engineer.
By H. Mason
Acting

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 22, 1923., 192

Job Name Service Creek Section

Week from May 13 to 19th

Mail Address Fossil

Telegraph or Telephone Address "

Highway John Day

Express and Freight Address Spray

County Wheeler Job Prefix 35 PF

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

All grading now completed with exception of cleaning out a few ditches and culverts. This work will probably take about a week more. The crusher finished the evening of May 14th and all of the rock was hauled out the next day. The road is in pretty tood shape. Contractor has been dragging road every day and will continue to do so untill all work is accepted. They have only had about 3 men on the ditches and clearing this week, the remainder of the crew were moving the equipment out.

Mr. Roy A. Klein and Mr. C. W. Wanzer were over the j job on the 23rd.

It will take a week or 10 days to finish the final records.

RECEIVED MAY 22 1923

Signed C. J. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.7

Miles completed except finishing 0.0

Miles covered by contractor's forces .....

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 9.7

Miles to be remeasured 0.0

Number men in Engineering Party 2

Contractor's average force for week ..... 5 ..... men,

..... 1 ..... teams, ... 0 ..... steam shovels

Grading work will be completed about ..... May 30th.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 11.25

Miles partially done 0.05

Average daily yardage placed this week ..... 0.15 of a mile to fix up at crusher sites

Average daily yardage necessary to complete on time ..... this rock is stored in piles along side

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place 100

Surfacing will be completed about ..... May 30th

Number men in Engineering Party 1

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 36 pv ..... Percentage 25

Other jobs ..... 36 PB ..... Percentage 40

Other jobs ..... 36 PB-2 ..... Percentage 20

Other jobs ..... Maint. ..... Percentage 15

May 25th, 1928.

Mr. K. B. Lytle,
Resident Engineer,
Fossil, Oregon.

PR - 44

Dear Sir:

Reference is made to the estimates on the Service Creek Section, Oregon Federal Aid Project #44.

The Federal project portion on this work covers only the portion between station 1002 and station 1515. The portion north of station 1002 being constructed without assistance from the Federal Government.

For this reason, we find it necessary to request that on future estimates the respective quantities on these two portions be summarized separately. By this, we mean that the totals for each section be shown separately on lines 39 and 40, with the total quantities to date, etcetera, being shown in accordance with the usual practice. It was our impression that we had written you to this effect before, but find such to be not the case, and regret that the oversight was made.

Yours very truly,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Dict. by Mr. J. W. De Sousa
EE

CC to C. W. Wanner

Form No. 89

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 14, 1923., 192

Job Name Service Creek Section

Week from May 6th to 12th

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 PW

Express and Freight Address Condon

RECEIVED
MAY 22 1923
O.S.H.D.
PORTLAND

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Contractor did not do anything on the grading this week, all of the xtra men were cleaning up brush and put ing on binder at upper end. It ill take them about a week more to clean out the ditches, straight n up th shoulders and other jobs of a like nature. About all of the force account work is finished with the exception of the fulme at the lower end.

Mr. C. W. anzer was over the job on the 9th and checked all of the classification. Mr. ontague was also along with him. Mr. Montague seemed satisfied with classification.

Most of the week was spent in patching up places in the road that went bad last winter, this ork is now about completed and they will finish running the crusher Monday the 14 th. eather for the week as good. It was rather warm th first part and cool the latter.

We expect to clean up everything about the 19th.

Had to put binder on short sections near the top of the hill.

Signed Kill-Ly

Title Resident ngr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.7

Miles completed except finishing 0.0

Miles covered by contractor's forces 0.0

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 9.7

Miles to be remeasured 0.0

Number men in Engineering Party 2

Contractor's average force for week 0 *men,*

0 *teams,* 0 *steam shovels*

Grading work will be completed about May 20th.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 11.2

Miles partially done 0.1

Average daily yardage placed this week 80

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 25 *men,*

3 *teams,* 3 *trucks*

Percentage of total required yardage now in place 99.5

Surfacing will be completed about May 15th

Number men in Engineering Party 1

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 F" *Percentage* 40

Other jobs 35 pb2 *Percentage* 30

Other jobs 35 B *Percentage* 15

Other jobs Maint. *Percentage* 15

Form No. 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED MAY 12 1923

Date May 7, 1923.

Job Name Service Creek Section

Week from April 29th to May5 th

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 pE

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Grading & Surfacing

The contractor still has about 8 or 10 days work cleaning out ditches and around the culverts, otherwise the grading is complete.

There is still about 2000 ft. of base to be covered with top. It will also take about 100 cu. yds. to patch up p places in the road where the surfacing has broken through. The surfacing went slowly this week as the haull was all up hill and long. I think that we should get through by the end of the comming week. It has taken more rock to do the patching than I figured it would. The trucks have broken through in many places that looked good before we started to haul over them.

The weather has been good all week.

Signed C O Pyatt

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.7

Miles completed except finishing 0.

Miles covered by contractor's forces 0.0

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 9.7

Miles to be remeasured 0.0

Number men in Engineering Party 2

Contractor's average force for week 3 *men,*

2 *teams,* 0 *steam shovels*

Grading work will be completed about May 15th

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 10.9

Miles partially done 0.4

Average daily yardage placed this week 119

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 23 *men,*

2 *teams,* 3 *trucks*

Percentage of total required yardage now in place 98

Surfacing will be completed about May 15th

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PB *Percentage* 50

Other jobs 35 PB-2 *Percentage* 30

Other jobs 35 WA *Percentage* 20

Other jobs *Percentage*

Form No. 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

MAR 3 1923

Date April 23, 1923. 192

Job Name Service Creek Section

Week from April 15th to 21st

Mail Address Fossil

Telegraph or Telephone Address "

Highway John Day

Express and Freight Address Condon

County Wheeler Job Prefix 35 pe

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing

On the grading the contractor had several men clearing up brush ect. Had 19 men for 3 days cleaning ditches on upper part of the grade. This part of the work is now in such shape that it will not take very much more work to finish the job complete.

They did not get the crusher repaired untill noon April 20 th, so that all they worked on the surfacing was that afternoon and Saturday. There is about 2000 yards to do, mostly top course, this will probably take about 12 to 15 days, and after that is done it will probably take about a week to finish the cleaning up.

The weather last week was rather bad as it rained about every other day.

Signed E. H. Dingle

Title Res Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.7

Miles completed except finishing 0.0

Miles covered by contractor's forces 0.0

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 8.5

Miles to be remeasured 0.0

Number men in Engineering Party 2

Contractor's average force for week 15 *men,*

1 *teams,* 0 *steam shovels*

Grading work will be completed about April 30

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 9.8

Miles partially done 1.2

Average daily yardage placed this week 65

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 12 *men,*

2 *teams,* 4 *trucks*

Percentage of total required yardage now in place 89

Surfacing will be completed about May 5th .

Number men in Engineering Party 1

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PW *Percentage* 50

Other jobs 35 WB *Percentage* 15

Other jobs 35 PB-2 *Percentage* 15

Other jobs Maintenance *Percentage* 20

May 10, 1923.

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

FR 64

Gentlemen:

Receipt is acknowledged of voucher on the Sarvice Creek Section, Oregon Federal Aid Project No. 64 in the amount of $6,841.62.

This voucher was originally submitted in the amount of $10,841.62.On account of an error in carrying forward the previous amount, it was our understanding that a correction was made to $6,859.62. We are unable to understand where the further deduction of $18.00 occurs and would be very pleased to have you advise us on this point. As the matter now stands, we have received total payments of $75,310.13 on the project, while, according to our figures and the total pro rata share shown on the last voucher, we should have received $75,328.13.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

Dic by J. W. DeSousa.
mp

Form No. 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
MAY 3 1923
OF

NOTED
R.A.K.

Date April 30. 1923., 192....

Job Name Sarvice Creek Section

Week from April 22nd to 28th

Mail Address Fossil

Telegraph or Telephone Address "

Highway John Day

Express and Freight Address Condon

County Wheeler Job Prefix 35 PF

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

The only thing along the line of grading is cleaning up ditches and slides. They finished all of the Headwalls last Saturday (28th). All that remains to be done is cleaning up some of the clearing and opening up drain ditches away from the culverts. As soon as the surfacing is completed they will trim up the shoulders.

On the 26th they took off the base screen and are now only making top. All of the base is now down with the exception f about 4 yards up near the summit where we have to do some patching. There is about 1.4 miles of top to be laid.

The job was inepected by Mr. C. W. Wanzer, Div. Engr., on Saturday the 28th.

Weather for the week was very good.

Took up, with Mr. Wanzer, the matter of putting on additional top above Sta. 1158.

NOTED
W WANZER

Signed C D Lyth

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.7

Miles completed except finishing 0.0

Miles covered by contractor's forces 0.0

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 9.4

Miles to be remeasured 0.0

Number men in Engineering Party 2

Contractor's average force for week 4 *men,*

1 *teams,* 0 *steam shovels*

Grading work will be completed about May 10th

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 9.9

Miles partially done 1.4

Average daily yardage placed this week 140

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 30 *men,*

3 *teams,* 4 *trucks*

Percentage of total required yardage now in place 95

Surfacing will be completed about May 10th

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PE *Percentage* 75

Other jobs 35 PB-2 *Percentage* 15

Other jobs Maintenance *Percentage* 10

Other jobs *Percentage*

April 20, 1923.

Bureau of Public Roads,
Portland, Oregon.

Gentlemen:

Herewith we are enclosing four copies each of Federal Aid Vouchers as follows:

64	- Service Creek Section	$10,641.62
71	- Lasting-Enterprise	7,199.07
73	- Newberg-Multnomah County Line	18,060.27

These are all accompanied by the required copies of field estimates.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

Dic by J. W. DeSouza.
AP
Enclosures

Form No. 89

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date April 16, 1923.

Job Name Service Creek Section — Week from April 8th to 14th

Mail Address Fossil

Highway John Day — Telegraph or Telephone Address "

County Wheeler — Job Prefix 35 PE — Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Grade is now practically finished with exception of about 200 feet at station 1158, all rock cuts and fills are covered with dirt. There is still lots of ditch cleaning to be done and also drain ditches at lowere end of culverts to be made. There is also some brush to be burned.

The surfacing went good up untill saturday when they broke the disk, this will delay them for 4 or 5 days as they had send in the piece to portland to have it fixed. I do not suepose that they will run untill a out the 19th. We finished the base on the lower end but still lack about 1500 feet with the top. If they get started by the 19th we should about finish with all of the base by the 21st. I am having them dig out a couple of places on top of the mountain,(Sta. 933) and will have to put down more base. This work will cover about 300 feet. All of the rock from the present quarry is setting up in fine shape.

Weather was good all during the week.

RECEIVED WANZER

(See back of this sheet for instructions and detailed information.)

Signed K. J. Lytle

Title Resident Engr.

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.7

Miles completed except finishing 0.0

Miles covered by contractor's forces 0.0

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 8.5

Miles to be remeasured 0.5

Number men in Engineering Party 2

Contractor's average force for week 12 *men,* 5 *teams,* 0 *steam shovels*

Grading work will be completed about April 30th

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 9.7

Miles partially done 1.1

Average daily yardage placed this week 182

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 22 *men,* 8 *teams,* 3 *trucks*

Percentage of total required yardage now in place 89

Surfacing will be completed about May 10th

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,* *teams,* *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PV *Percentage* 50

Other jobs 35 WA *Percentage* 25

Other jobs Maintenance *Percentage* 25

Other jobs *Percentage*

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED R.A.K.

April 9, 1923.

Date April 1st 7th., 192...

Week from ... *to* ...

Job Name Service Creek Section

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler *Job Prefix* 35 pw

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

The fine grading is about completed and if the weather is favorable we should finish buy the end of the next week. Contractor has had a few men on frce account cleaning ditches out. there is a good deal of this sort of work to be done and it is very doubtful if they finish cleaning up by the time that the surfacing is done. Mr. Wenzer, Div. Engr. was over the line April 3rd, he instructed the contractor to put on enough force, at once ,to clean up the odd jobs and insisted that better carein maintaining the ditches be taken. All h adwalls except on the ends of 2 - 36" pipes are in. Finished siphons this week.

The surfacing has been going about as usual, practically finished the base on the lower end . They are going to be about 1 mile behind with their top,as at present the output of top is only about one-third that of the base.They lost Friday and half of Saturday on account of rain . The lower end of the road is setting up in fine shape.

The weather was fine up untill Friday when it started to rain, the rest of the week was rainy.

NOTED WENZER

Signed K.D Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.5

Miles completed except finishing 0.2

Miles covered by contractor's forces 0.2

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 8.5

Miles to be remeasured 0.5

Number men in Engineering Party 2

Contractor's average force for week 20 *men,*

5 *teams,* 0 *steam shovels*

Grading work will be completed about April 20th.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 8.2

Miles partially done 1.9

Average daily yardage placed this week 126

Average daily yardage necessary to complete on time Time expired.

Contractor's average force for week 22 *men,*

2 *teams,* 4 *trucks*

Percentage of total required yardage now in place 82

Surfacing will be completed about April 30th

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 pv *Percentage* 50

Other jobs 35 wB *Percentage* 25

Other jobs Maint. *Percentage* 25

Other jobs *Percentage*

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date March 26, 1923., 192.....

Job Name Service Creek Section

Week from Mar. 18th to 24th

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address Fos il

County Wheeler Job Prefix 35p.n

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

The only grading being done is by a small crew that is doing some finishing. This part of the work is going very slowly and unless better speed is made we may have to shut down the crusher, at the present writing there is only about 1500 feet of grade that that is fit to put rock on. There are a great many odd jobs to be done and it seems as tho it is impossible to get the supt. to do them, unless he shows signs of life in the near future this job is going to dragg out two or three more months. all of these jobs could be done right now as well as latter. I have enumerated these things to the supt. time and again but it never seems to have any effect. I have tried to get him blade the upper end and patch a few holes but can't get any action. The surfacing that they are now laying is, by far, the best that has been done. They are making fair progress and should finish in about 35 days. The weather has been good all week. Work was inspected on 21st by A. P. Morris of the Bureau of Public Roads. He seemed well pleased with what was done.

NOTED
WANZER

Signed K. D. Fyfe

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.0

Miles completed except finishing 0.7

Miles covered by contractor's forces 0.2

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 7.5

Miles to be remeasured 0.5

Number men in Engineering Party 2

Contractor's average force for week 8 *men,*

3 *teams,* 0 *steam shovels*

Grading work will be completed about

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 7.1

Miles partially done 1.6

Average daily yardage placed this week 159

Average daily yardage necessary to complete on time time expired

Contractor's average force for week 27 *men,*

3 *teams,* 2 *trucks*

Percentage of total required yardage now in place 72

Surfacing will be completed about May 15th

Number men in Engineering Party 1

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 pv *Percentage* 50

Other jobs 35 WA *Percentage* 30

Other jobs Maintenance *Percentage* 40

Other jobs *Percentage*

Form No. 31.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED R. A. K.

Date April 2, 1923., 192...

Job Name Sarvice Creek Section

Week from March 25th to 31st.

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address Fossil

County Wheeler Job Prefix 35 PE

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

All of the fine grading is now completed below the crusher (Sta. 1364) Contractor will move teams above the first of this week. they have done a very good job on the sub-grade. All fine grading should be finished by he ### 10th of April. It will take them several weeks to finish with the ditching. I instructed the contractor to get all of the men that he could and push this sort of work, unless this is done they will not be able to have the odd jobs cought up with when they are thru with the surfacing. Mr. Montague was up over the job the 30th and 31st.

RECEIVED APR 10 1923

The Crushing is going along at about the same rate as before but they should do better from now on as they have 3 more men in the quarry, the average was spoiled last week due to burning out a bearing in the primary crusher. 7 more men and 1 truck came in on the 31st.

The weather for the week was fine, nice and warm all week.

Signed K. D. Lytle

NOTED W. WANZER

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.3

Miles completed except finishing 0.4

Miles covered by contractor's forces 0.2

Miles cross-sectioned 917

Miles cross-sections completed and checked 8.5

Miles to be remeasured .5

Number men in Engineering Party 2

Contractor's average force for week 17 *men,*

4 *teams,* 0 *steam shovels*

Grading work will be completed about May 1st.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11 .3

Miles completed 7.7

Miles partially done 1.8

Average daily yardage placed this week 158

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 22 *men,*

2 *teams,* 4 *trucks*

Percentage of total required yardage now in place 78

Surfacing will be completed about May 1st

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PP *Percentage* 40

Other jobs 35 WA *Percentage* 30

Other jobs Maintenance *Percentage* 30

Other jobs *Percentage*

The Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

March 21st, 1923.

Gentlemen:

Herewith we are enclosing four copies each of Federal Aid vouchers as follows:

#64	Sarvice Creek Section	$3,192.85
#66	Baker-Nelson	10,187.78
#69	Winchester Bridge	3,951.45
#70	Elk River-Sixes River	4,080.74
#71	Lostine-Enterprise	6,878.28
#73	Newberg-Mult. Co. Line	5,564.60
#81	Madras-Wasco Co. Line	10,245.60
#82	Parkersburg Section	1,820.00
#83	Lamms Mill-Fort Klamath	19,572.42
		$65,531.40

Cancelled 3/24/23 Witness

These vouchers are each accompanied by copies of field estimates showing the work done since the submission of any previous vouchers.

On project #83, you will note that the date of execution of the project agreement has been left blank, to be filled in by you. The copies of agreement on this project were signed by the Highway Commission and returned to your office on January 25th, and it would appear that they should have been executed by the Secretary of Agriculture by now.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

Dict. by J. W. De Sousa

EH

enc.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date March 19, 1923. *, 192*

Job Name Sarvice Creek Section — *Week from* March 11th *to* 17th

Mail Address Fossil

Highway John Day — *Telegraph or Telephone Address* "

County Wheeler — *Job Prefix* 35 PE — *Express and Freight Address* Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading and surfacing "

RECEIVED MAR 21 1923

All the grading force that they had working consisted of 3 men and two teams who were finishing ahead of the surfacing, also had a crew of 5 men working on headwalls. They are putting the sub-grade in nice shape. There is a lot of small jobs along the line that have requested them to do but they do not have the men to do them, there should be at least 10 or 12 more men and about 3 more teams.

They are getting along fairly well with the crusher, they lost a half day on the 13 due to bad weather and on the 14th the pipes froze on the engine and they lost 2 or 3 hours. They are having a hard time in the quarry as all of the rock is frozen. The quality of the rock is very good and the road they are now making is going to be very good.

As it got a bit warmer and the frost began to go out I thot it best to close the upper part of this section to heavy traffic so have not been letting trucks, with over 1 ton on, go thru. I will be able to open the road again in a few days. There has developed, three bad places near the top of the mountain, they are short and can be easily fixed but I did not want to take a chance with the rest of the road untill it had a chance to set up.

Signed E.O. Ly Dis

Title Res Engr

NOTED
W WANZER

(See back of this sheet for instructions and detailed information.)

Weather cold and snow the first of the week, warm the latter part.

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.

Miles completed except finishing .7

Miles covered by contractor's forces .2

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 7.5

Miles to be remeasured .1

Number men in Engineering Party 2

Contractor's average force for week 8 *men,*

2 *teams,* *steam shovels*

Grading work will be completed about May 1st

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.5

Miles partially done 1.4 .34

Average daily yardage placed this week 115

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 22 *men,*

3 *teams,* 8 *trucks*

Percentage of total required yardage now in place 68

Surfacing will be completed about May 11th

Number men in Engineering Party 1

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 36 [illegible] *Percentage* 50

Other jobs 31 B *Percentage* 25

Other jobs Maintenance *Percentage* 25

Other jobs *Percentage*

Form No. 39.

OREG. STATE HIGHWAY DEPARTMENT.

FIELD ENGINEER'S WEEKLY REPORT

Date March 12, 1923., 192

Job Name Service Creek Section — Week from March 4th to 10th.

Mail Address Fossil

Highway John Day — Telegraph or Telephone Address Fossil

County Wheeler — Job Prefix 35 pr — Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

RECEIVED MAR 21 1923 STATE HIGHWAY COMMISSION

" Grading & Surfacing "

All of the grading has been confined to finishing work, they have had 3 teams doing this work. There has also been 4 and 5 men putting in headwalls. There is still a lot of finishing to be done, the parts that were finished early in the fall are all cut up and I had to give the Supt. the real dope on some of it but think now that I have him lined up so that we will have a nice sub-grade.

I had things arranged to put in wooden flume at station 1502 but when I went to order the lumber Mr. Tilley refused to let us put in a wooden flume, wrote the Div. Engr. regarding the case.

They started the crusher on the 8th but did not get much done this week, the first day they burnt out a bearing on the primary crusher and they did not get started again untill about 4 PM the next day, on the 10th they were held up about 3 or 4 hours when the truck broke. The quality of the rock is very good. They are doing the quarry work by day labor and in my opinion they are not making any money at it.

On the 5th I spoke to the Supt. about getting another grader so that we could keep blading the section up on the hill but so far I do not beleive that they have had any effort to get one, may have to shut them down some day so that we can blade the hill.

The weather has been typical March weather, a little of every thing including a snow storm on the 14th.

Signed K. D. Lytle

(See back of this sheet for instructions and detailed information.)

Title Resident Engr.

NOTED

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.0

Miles completed except finishing 0.7

Miles covered by contractor's forces 0.5

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 6.0

Miles to be remeasured 0.5

Number men in Engineering Party 2

Contractor's average force for week ..... 8 ..... men,

8 ..... teams, 0 ..... steam shovels

Grading work will be completed about ..... May. 1st.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.2

Miles partially done 1.1

Average daily yardage placed this week 16

Average daily yardage necessary to complete on time ..... Time expired

Contractor's average force for week ..... 13 ..... men,

1 ..... teams, 1 ..... trucks

Percentage of total required yardage now in place 53

Surfacing will be completed about ..... May 1st.

Number men in Engineering Party 1

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 35 PE ..... Percentage 50

Other jobs ..... 35 7B ..... Percentage 25

Other jobs ..... Maintenance ..... Percentage 25

Other jobs ..... Percentage .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

F.P. 64 /

RECEIVED MAR 9 1923 OREGON

Date March 4, 1923. 192

Job Name Sarvice Creek Section

Week from Feb.25th to Mar. 4th.

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address Fossil

County Wheeler Job Prefix 35 PF

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

There has not been much doing on this job during the past week. Contractor has had 6 men doing finishing work and 4 men putting in head walls, all of this work has been done on the lower end of the job. The Crusher foreman returned and they are figuring on starting the crusher abo t the 6th or 7th, but looks as tho they will not have enough men to run the job. They should have about 25 men here as there is l. lots of finishing to be done as well as a lot of odd jobs. As yet I have not been able to get them to fill in the emb ankment that was washed out at Sta. 1158 and so we still have to use the detour.

Engineering crew has been setting finishing stakes and staking out irrigation flumes and ditches most of the week.

The weather has been nice and warm most of the week altho we had a little snow Friday night.

Had the contractor blade the macadam several times and it is now in pretty good shape.

Signed K. D. Lytle

Title Res. Engr

NOTED W WANZER

(See back of this sheet for instructions and detailed information.)

Bridge completed at 1406.

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 9.0

Miles completed except finishing 0.7

Miles covered by contractor's forces 0.2

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 6.0

Miles to be remeasured 0.6

Number men in Engineering Party 3

Contractor's average force for week 13 *men,*

2 *teams,* 0 *steam shovels*

Grading work will be completed about May. 1st.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 1 *men,*

0 *teams,* 0 *trucks*

Percentage of total required yardage now in place 63

Surfacing will be completed about May 1st.

Number men in Engineering Party 0

INSTRUCTIONS

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SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PE *Percentage* 75

Other jobs 35 WB *Percentage* 10

Other jobs M intenance *Percentage* 15

Other jobs *Percentage*

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job Name: Service Creek Section

Highway: John Day

County: Wheeler Job Prefix: 35 PF

Date: February 24, 1923, 192

Week from: Feb. 18th to 24th.

Mail Address: Fossil

Telegraph or Telephone Address: Fossil

Express and Freight Address: Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

There has been practically nothing done on the job this week. There has been 3 to 4 men working on the bridge at Jenkins Creek and 3 men ditching in rock cut at Sta. 1488, these three men also worked 3 days in rock cut at Sta. 1397. At the present time the overhead on this job is away out of proportion to the ~~present~~ number of labors working. There is a Supt. at $250 per month, a foreman at $200, time keeper at $135, a cook at $125 and a sub-foreman at $5.00 per day with only 5 or 6 labors. The weather is much better and if it continues so they will be able to start the crusher in about a week.

Mr. Wanzer was over the job on the 20th. Instructed me to see that road was properly bladed as soon as possible, also to distribute, slides that have come into the road, evenly along the embankments.

On the 23rd I meet Mr. Morris, of the Bureau of public Roads, at Spray, and took him over the job.

There is not much snow left on the upper end, and the lower end is drying out rapidly. We had the blade working on the lower end thursday and Friday and to-day they are trying to drag the upper part.

(See back of this sheet for instructions and detailed information.)

NOTED
L. WANZER

Signed: K. J. Lytle

Title: Resident Engr.

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.4

Miles completed except finishing 1.3

Miles covered by contractor's forces 0.1

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 5.5

Miles to be remeasured 0.8

Number men in Engineering Party 3

Contractor's average force for week 9 *men,*

1 *teams,* 0 *steam shovels*

Grading work will be completed about May 1st.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time Time expired.

Contractor's average force for week 0 *men,*

0 *teams,* 0 *trucks*

Percentage of total required yardage now in place 63

Surfacing will be completed about June 1st.

Number men in Engineering Party 0

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PP *Percentage* 35

Other jobs 35 WB *Percentage* 15

Other jobs Maintenance *Percentage* 50

Other jobs *Percentage*

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FEB 24 1933

Date Feb. 19, 1933, 193...

Job Name Service Creek Section

Week from Feb. 12th to 17th

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address ...

County Wheeler Job Prefix 35 P

Express and Freight Address Fossil

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading and surfacing "

There has been very little done on this job during the week. The contractor has had 4 to 5 men finishing a rock cut at station 1481 to 1485. There has also been 3 to 4 men working on the bridge at sta. 1406, they have made very poor progress on this bridge due to the cold weather. The south abutment is up within a couple of feet of the top and the north one is about finished. Mr. Boerault, superintendent, went into Portland to see Mr. Montague. The work is certainly not paying at the present time.

The weather has been the entire week. It is impossible to say when wewill be able to start the crusher again. There is about 14 inches of frost and it would be impossible to prepare the sub-grade untill it gets warmer.

Engr. crew has been working on the final records.

NOTED
H. WANLER

Signed K. H. Kytta

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

OFF

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.3

Miles completed except finishing 1.4

Miles covered by contractor's forces 0.1

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 6.0

Miles to be remeasured 0.8

Number men in Engineering Party 3

Contractor's average force for week 10 *men,*

1 *teams,* 0 *steam shovels*

Grading work will be completed about May. 1st.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 0 *men,*

0 *teams,* 0 *trucks*

Percentage of total required yardage now in place 63

Surfacing will be completed about June 1st.

Number men in Engineering Party 0

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

MEN

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 P.E. *Percentage* 55

Other jobs 35 "B" *Percentage* 15

Other jobs Maintenance *Percentage* 30

Other jobs *Percentage*

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

64

Date Feb. 13, 1923, 192...

Job Name Service Creek Section

Week from Feb. 4th to 10th

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 PF

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

There is very little work being done on this job at the present time, they finished with the steam shovel at noon Feb. 8th. The rough grading is now completed. The Contractor still has 4 or 5 men ditching the rock cuts and they have been excavating for the Bridge at Sta. 14 6. They layed a little masonry but it got so cold that they had to stop. Unless the weather gets better there will be nothing that they can do.

It is impossible to tell when they will start surfacing.

NOTED
W. MANLEY

Signed L. D. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.3

Miles completed except finishing 1.4

Miles covered by contractor's forces 0.1

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 5.0

Miles to be remeasured 0.8

Number men in Engineering Party 3

Contractor's average force for week 17 *men,*

3 *teams,* 1 *steam shovels*

Grading work will be completed about May. 1st

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 0 *men,*

0 *teams,* 0 *trucks*

Percentage of total required yardage now in place 63

Surfacing will be completed about June 1

Number men in Engineering Party 3

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PE *Percentage* 30

Other jobs 35 WB *Percentage* 40

Other jobs Maint hand *Percentage* 30

Other jobs *Percentage*

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Feb. 3, 1923., 192...

Job Name Service Creek Section

Week from Jan. 25th to Feb. 3rd.

Mail Address Fossil

Telegraph or Telephone Address "

Highway John Day

Express and Freight Address Condon

County Wheeler Job Prefix 35 PF

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Not much progress made in grading this week, they had lots of trouble due to the cold weather, and they had to lay off the teams that were working on the grade. Theywill probably finish with the steamshovel about the 7th or 8th. At present they are working in rock cut at Sta. 1482. There is approximately 600 yds. more to do. There is considerable finishing to do but untill the ground thaws out they will not be able to do it. They also started to construct the Brigge at Sta. 1476, the excavation on one side is about completed.

Job was inspected by A.F.Morris,Bureau public Roads, on Jan. 31st.

Fossil job completed with exception of places that we we were held up waiting the finishing of the bridges.

NOTED C. W. MANLEY

RECEIVED FEB 6 1923 STATE HIGHWAY COMMISSION

Signed C.D. Lytle

Title Asst. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.3

Miles completed except finishing 1.4

Miles covered by contractor's forces 0.1

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 5.0

Miles to be remeasured 0.8

Number men in Engineering Party 3

Contractor's average force for week 22 *men,*

8 *teams,* 1 *steam shovels*

Grading work will be completed about Mar. 1st.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 0 *men,*

0 *teams,* 0 *trucks*

Percentage of total required yardage now in place 63

Surfacing will be completed about April 30th

Number men in Engineering Party 3

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

INSTRUCTIONS

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DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PT *Percentage* 60

Other jobs 35 DH *Percentage* 15

Other jobs Maintenance *Percentage* 25

Other jobs *Percentage*

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan. 29th, 1923., 192

Job Name Service Creek Section

Week from Jan. 21st to 28th.

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 pn

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

The grading is progressing slowly, nothing working but the steam shovel and three teams, with which they are trying to do a little finishing. The weather has been bad all week snow fell Monday, Wednesday, and Thursday. The steam shovel is working at station 1472.

The crusher is all ready to run but due to the bad weather, I have shut them down untill the weather is such that they will be able to prepare the sub-grade. At present the grade is badly cut up and the chances are that we would not be able to run more than a couple of days a week even if we could get the grade in shape. Mr. Montague called me up by phone and said that he was satisfied to close down untill the weather got better.

RECEIVED
FEB 3 1923

NOTED
J. WANZER

Signed K. D. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.3

Miles completed except finishing 1.5

Miles covered by contractor's forces 0.2

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 5.0

Miles to be remeasured 0.8

Number men in Engineering Party 3

Contractor's average force for week 13 *men,*

3 *teams,* 1 *steam shovels*

Grading work will be completed about Mar. 1st.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.8

Miles partially done 1.0

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 0 *men,*

0 *teams,* 0 *trucks*

Percentage of total required yardage now in place 63

Surfacing will be completed about April 30th

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PW *Percentage* 50

Other jobs 35 TH *Percentage* 15

Other jobs Maintenance *Percentage* 35

Other jobs *Percentage*

S. S. MONTAGUE,
PRESIDENT AND MANAGER

HIGHWAY CONSTRUCTION
GENERAL CONSTRUCTION
PAVEMENTS, ROADS
SEWERS, WATER WORKS
CONCRETE

MONTAGUE-O'REILLY COMPANY

GENERAL CONTRACTORS

PORTLAND, OREGON

512 COMMONWEALTH BUILDING
11 NORTH SIXTH STREET
BROADWAY 2447

January 27, 1923.

RECEIVED
JAN 29 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
Secretary, State Highway Commission,
Salem, Oregon.

Dear Sir:-

We have your letter of January 26th with enclosure from V.O. Stapleton. It is true that Stapleton did some work for us on the Sarvice Creek Section and we mailed him a check on or about the date that his letter was written to you, so I think that his troubles in that regard are over before now.

Very truly yours,

Montague O'Reilly Company,

By S. S. Montague

SSM:KH

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan. 23, 1923., 192.....

Job Name Service Creek Section Week from Jan. 14th to 20th.

Mail Address Fossil

Highway John Day Telegraph or Telephone Address "

County Wheeler Job Prefix 35P7 Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Grading progressing about as usual, had 3 teams on trying to finish up some of the work and filling in the embankment that was washed out at Sta. 1423. Steam shovel working at sta.1465 Crusher will be set up about the first of the week.

Signed K. D. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.3

Miles completed except finishing 1.5

Miles covered by contractor's forces 0.2

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 5.0

Miles to be remeasured 0.8

Number men in Engineering Party 3

Contractor's average force for week 15 *men,*

3 *teams,* 1 *steam shovels*

Grading work will be completed about Mar. 1, 1923.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 5 *men,*

0 *teams,* 0 *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about Mar. 30th.

Number men in Engineering Party 3

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 pz *Percentage* 50

Other jobs 35 WB *Percentage* 35

Other jobs 35 DH *Percentage* 15

Other jobs Maintenance *Percentage* 20

Form No 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan. 15, 1923., 192.....

Job Name Service Creek

Week from Jan. 7th to 13th

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 3f p.w.

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading and Surfacing "

Grading is going along about the same, nothing working but the steam shovel. They are averaging around 800 yds. per day. They finished out at station 1467 and are now working around station 1465. Mr. Montague was here all during the week and promised to try and hurry the work along a little better, at the present rate of speed they will not be able to finish up before the first of May. There is still one bridge to be put in and headwalls on culverts are only in as far as sta. 1135, there is also a great deal of ditch cleaning to be done.

It will be about a week more before the crusher will be ready to run.

RECEIVED
JAN 19 1923
OREGON
STATE HIGHWAY COMMISSION

Signed C. J. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.0

Miles completed except finishing 1.5

Miles covered by contractor's forces 0.1

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 4.5

Miles to be remeasured 0.8

Number men in Engineering Party 3

Contractor's average force for week 15 *men,* 2 *teams,* 1 *steam shovels*

Grading work will be completed about Feb. 15th

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time Time expired 10/60 miles

Contractor's average force for week 8 *men,* 0 *teams,* 0 *trucks*

Percentage of total required yardage now in place 63

Surfacing will be completed about March 15th

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,* *teams,* *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PE *Percentage* 30

Other jobs 35 DH *Percentage* 10

Other jobs 35 TB *Percentage* 30

Other jobs Maintenance *Percentage* 30

ON

January 12, 1923

35 P E

Mr. C. W. Wanser,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

You were advised under date of December 18th relative to the Commission's approval of the placing of additional surfacing materials on the Service Creek Section, as outlined in your letter of December 1st.

Receipt is acknowledged of yours of January 9th together with Montague-O'Reilleys' confirmation of the unit price of $2.00 per cubic yard for 3/4" maintenance material. If you will secure a similar letter covering the change in surfacing materials the record will be complete.

Very truly yours,

Secretary.

RAK:LM

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan. 8, 1923., 192.....

Job Name Sarvice Creek

Week from Dec. 31st to Jan. 6th.

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 pn

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Steam shovel started to work again on the 1st.they have been working in cut at sta. 1456,they have not made much progress during the week due mostly to the bad weather and the long haul,they are using cars to haul away from the shovel and do not seem to work very well,the hauling to this place should have been done with wagons.

The crusher crew are erecting the crusher.they will probably have the new set up made about the 25th of this month. I doubt weather they will be able to run then as it is very muddy all down the grade.

It has been very rainy here all during the week.The natives say that the creek is higher now than they have ever seen it before.washed out our fill at sta. 1186 andcaused numerous small slides above there. Snow is rapidly melting on the summit.

OK

JAN 10 1923

Signed R.D. Lysle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.0

Miles completed except finishing 1.0

Miles covered by contractor's forces 0.1

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 4.5

Miles to be remeasured 0.5

Number men in Engineering Party 3

Contractor's average force for week 15 men,

2 teams, 1 steam shovels

Grading work will be completed about Feb. 15th

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.2

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time Time expired 10/31/22

Contractor's average force for week 6 men,

1 teams, 1 trucks

Percentage of total required yardage now in place 63

Surfacing will be completed about Mar. 1st.

Number men in Engineering Party 3

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PH Percentage 40

Other jobs 35 "A Percentage 30

Other jobs 35 DH Percentage 15

Other jobs Maintenance Percentage 15

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan. 2, 1923., 192.....

Week from Dec. 23rd to 30th, 1922

Name Service Creek Section

Mail Address Fossil

Telegraph or Telephone Address "

Highway John Day Highway

Express and Freight Address Condon

County Wheeler Job Prefix 35 PE

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

There was no work to speak of on this job during the week, the steam shovel crew laft for the Holidays and the only grading was that done by a couple of teams.

The crusher crew are moving the crusher, they will probably be able to run again by the last of this month, that is if weather conditions are favorable.

Mr. Rose, federal inspector, was over the job the 27th.

JAN 11 1923

Signed L. D. Tyler

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.0

Miles completed except finishing 1.1

Miles covered by contractor's forces 0.1

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 4.5

Miles to be remeasured 0.5

Number men in Engineering Party 3

Contractor's average force for week ..... men, 8 teams, ... steam shovels

Grading work will be completed about ..... 3 0 Feb. 15, 1923.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time ..... Time expired Oct. 31st.

Contractor's average force for week ..... men, 4 teams, ... trucks

Percentage of total required yardage now in place 63

Surfacing will be completed about ..... Mar. 1 st.

Number men in Engineering Party 3

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 35 pw *Percentage* 50

Other jobs ..... 35 WA *Percentage* 30

Other jobs ..... 35 DH *Percentage* 20

Other jobs ..... Maintenance *Percentage* 20

December 28th, 1922.

Bureau of Public Roads
Portland, Oregon.

PR 64

Gentlemen:

Herewith we are returning to you four copies of voucher on the Sarvice Creek Section, Oregon Project 64.

This voucher has been corrected from $6,371.80 to $4,745.61 on account of the error in extension for the item of Rubble Masonry.

Very truly yours,

[redacted]
State Highway Engineer

By

Office Engineer.

Dic by J..W. DeSousa.
AP
Enclosure

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING.
PORTLAND, OREG.

December 27, 1922.

RECEIVED
DEC 28 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert

Dear Sir:-

There are returned herewith quadruplicate copies of intermediate voucher No. 5, covering Oregon Federal aid project No. 64. It is noted that in extending the item for "Rubble Masonry" an error is apparent and this error has also been carried to the totals.

Please correct the voucher and return so that it may be submitted for payment.

Yours very truly,
C. H. PURCELL, District Engineer

By _____
Acting

Form No. 39.

64 /

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job Name Service Creek

Date Dec.26,1922., 192...

Week from Dec.17th to 23rd

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address Fossil

County Wheeler Job Prefix 35PE

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Nothing working on the grading but the steam shovel, this is working at sta. 1446. Progress fair.

Finished running out extra maintenance rock on 21st. They immediately started to tear down the crusher.

There will probably not be much work this next week as the steam shovel crew are going out for the holidays and the other men will be moving the crusher.

(See back of this sheet for instructions and detailed information.)

Signed K.D. Lytle

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.0

Miles completed except finishing 1.1

Miles covered by contractor's forces 0.1

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 4.5

Miles to be remeasured 0.5

Number men in Engineering Party 3

Contractor's average force for week ..... 12 ..... men,

3 teams, 1 steam shovels

Grading work will be completed about ..... Feb.1,1923.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.2

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week ..... Extra maintenance rock being crushed this

Average daily yardage necessary to complete on time ..... Time expired Oct.31st

Contractor's average force for week ..... 14 ..... men,

1 teams, 0 trucks

Percentage of total required yardage now in place 63

Surfacing will be completed about Mar.1st,1923

Number men in Engineering Party 3

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 35 PW ..... Percentage 25

Other jobs ..... 35 DH ..... Percentage 25

Other jobs ..... 35 WA ..... Percentage 25

Other jobs ..... Maintenance ..... Percentage 25

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec. 20, 1922., 192...

Week from Dec. 10th to 16th.

Job Name Service Creek Section

Mail Address Fossil, Ore.

Telegraph or Telephone Address " "

Express and Freight Address Condon

Highway John Day

County Wheeler Job Prefix 35 PW

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Not much to report on this job, grading work is all being done by the steam shovel. They finished the grading at Sta. 1420 and next week they will work at sta. 1446.

On thursday afternoon they started the crusher again and are now running out extra maintenance rock and stowing it in the ex quarry site. All of the trucks have left the job.

RECEIVED
DEC 29 1922

Signed K. D. Kyle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 6.0

Miles completed except finishing 1.0

Miles covered by contractor's forces 0.1

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 4.5

Miles to be remeasured 5

Number men in Engineering Party 3

Contractor's average force for week ..... 15 ..... men,

3 ..... teams, ... 1 ..... steam shovels

Grading work will be completed about ..... Feb.1, 1923.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week ..... Extra maintenance rock being crushed this week.

Average daily yardage necessary to complete on time ..... Time expired Oct.31st

Contractor's average force for week ..... 14 ..... men,

1 ..... teams, ... 0 ..... trucks

Percentage of total required yardage now in place 63

Surfacing will be completed about ..... Mar.1st,1923.

Number men in Engineering Party 3

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 35 PV ..... Percentage 30

Other jobs ..... Maintenance ..... Percentage 30

Other jobs ..... 35 TH ..... Percentage 15

Other jobs ..... 35 "A ..... Percentage 25

64

December 10, 1932

Mr. C. W. Wanser,
Division Engineer,
The Dalles, Oregon.

35 PE

Dear Sir:

Please be advised that at the last Commission meeting approval was granted for the placement of additional surfacing materials on the Service Creek Section as outlined in your letter of December 1st.

Very truly yours,

HERBERT KNOX,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

Letter & Resolution filed in contract

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED DEC 18 1922 STATE HIGHWAY COMMISSION

Date Dec. 13, 1922. 192

Week from Dec. 3rd to 9th.

Job Name Service Creek Section

Mail Address Fossil

Telegraph or Telephone Address "

Express and Freight Address Condon

Highway John Day

County Wheeler Job Prefix 35 PE

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Not much doing on this job during the week. The crusher has not run during the week and will probably not start again before the 14th. The contractor intends to build a runway from in under the bunker and store maintenance rock in the quarry site. As soon as the maintenance rock is crushed they will move the crusher down to Sta. 1365.

The steam shovel has worked the entire week, it is now working at station 1425. They have done a little team work.

Signed C. T. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.0

Miles completed except finishing 0.5

Miles covered by contractor's forces 0.5

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 4.5

Miles to be remeasured ..... -.5

Number men in Engineering Party 3

Contractor's average force for week ..... 25 ..... *men,*

..... 6 ..... *teams,* ..... 1 ..... *steam shovels*

Grading work will be completed about Feb.1,1923

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week 0.0

Average daily yardage necessary to complete on time ..... Time expired 1/31/22

Contractor's average force for week ..... 0 ..... *men,*

..... 0 ..... *teams,* ..... 0 ..... *trucks*

Percentage of total required yardage now in place 63

Surfacing will be completed about Mar.1,1923

Number men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 35 P.S. ..... *Percentage* 30

Other jobs ..... 35 W.A. ..... *Percentage* 60

Other jobs ..... 35 T.H. ..... *Percentage* 10

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job Name Service Creek S ction

Highway John Day

County Wheeler Job Prefix 35 pF

Date Dec.7.1922., 192

Week from Oct.29th to Nov.4th

Mail Address Fossil

Telegraph or Telephone Address "

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

The grading is going very slowly,Contractor has cut his team gang down to a couple of freenoes.They plan to do all the remaining grading with the steam shovel ith the exception of about 20 etations which they have subs working on.

The base course is now completed down to Sta. 1300 they began to run top the 23rd and are now down to Sta.1100.

Job was inspected By Mr.Wanzer and Mr.Morris on 25th.

Fossil Section

The county has subed the grading on this piece and they started to move dirt 28th.

Time Limit on 35 PE Expired Oct 31, 1922
Now extended to Jan 31st 1923 - No penalty

NOTED
W. WANZER

NOV 13 1922

Signed E Dimmitt

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 6.8

Miles completed except finishing 0.5

Miles covered by contractor's forces 0.6

Miles cross-sectioned 9.5

Miles cross-sections completed and checked 3.2

Miles to be remeasured 0.3

Number men in Engineering Party 5

Contractor's average force for week ..... 38 ..... men,

..... 13 ..... teams, ... 1 ..... steam shovels

Grading work will be completed about Jan.1.1923

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.7

Miles completed 3.4

Miles partially done 4.0

Average daily yardage placed this week 129

Average daily yardage necessary to complete on time ..... Time expired Oct.31,1922.

Contractor's average force for week ..... 22 ..... men,

..... 4 ..... teams, ... 5 ..... trucks

Percentage of total required yardage now in place 52

Surfacing will be completed about ..... Mar.1st,1923.

Number men in Engineering Party 5

Time expired Oct 31, 1922 on 32 PE

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 35 PE ..... Percentage 35

Other jobs ..... 35 DH ..... Percentage 50

Other jobs ..... Maintenance ..... Percentage 15

Other jobs ..... Percentage .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec.5,1922., 192

Week from Nov.26th to Dec.2nd

Job Name Service Creek Section

Mail Address Fossil

Telegraph or Telephone Address "

Express and Freight Address Condon

Highway John Day Highway

County Wheeler Job Prefix 35 P

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading And Surfacing "

Not much work done during the week,the crusher was shut down untill Saturday,on thie day they ran out 68 yds. The steam shovel is in a very bad rock cut at sat. 1400 and they have made very poor progress,due mainly to the fact that that they are unable to shoot the cut properly on account of a house neary by.

Mr. C. E. Wanser,Div. Engr. was over the work Nov.28th, during this visit arrangements were made whereby we were to put on about 1000 yds. of additional material between stn. 920 and 1042, this portion of the road is cutting up and it is thot that by the ex addition of this extra material that the road can be put in first class shape.

At present it is snowing and it is doubtful if we will be able to run the crusher for some time.There is about 12 inches of snow on the ground.

Have let Robert Hendricke,local chainman go.Have trunfered L.M.Berney to Fossil where he is checking rock.

Signed C T Lytle

Title

(See back of this sheet for instructions and detailed information.)

Form No. 11

EG

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.0

Miles completed except finishing 0.3

Miles covered by contractor's forces 0.2

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 4.5

Miles to be remeasured 0.4

Number men in Engineering Party 5

Contractor's average force for week 23 men,

5 teams, 1 steam shovels

Grading work will be completed about Feb.1,1923

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week 68 Crusher ran 1 day.

Average daily yardage necessary to complete on time Time expired 10/31/22

Contractor's average force for week 19 men,

2 teams, 5 trucks

Percentage of total required yardage now in place 63

Surfacing will be completed about ?

Number men in Engineering Party 5

EN

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

INSTRUCTIONS

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DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PE Percentage 85

Other jobs Maintenance Percentage 15

Other jobs Percentage

Other jobs Percentage

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec.1,1922., 192...

Week from Nov. 19th to 25th

Job Name Service Creek Section

Mail Address Fossil

Telegraph or Telephone Address ...

Highway John Day Highway

Express and Freight Address Condon

County Wheeler Job Prefix 35 PW

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading And Surfacing "

Grading progressing slowly, steam shovel and gang of 8 men finishing are all that are working.

They did a little better on the surfacing this week the grade is drying out and the trucks have not had so much trouble in hauling. They broke a part on the engine Sat. nigh t and the plant will probably be shut down for a few days.

DEC 5 1922

Signed C.V. Fyffe

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 8.0

Miles completed except finishing 0.3

Miles covered by contractor's forces 0.8

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 4.5

Miles to be remeasured 0.4

Number men in Engineering Party 5

Contractor's average force for week 30 *men,*

3 *teams,* 1 *steam shovels*

Grading work will be completed about Feb.1.1923

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 6.2

Miles partially done 1.0

Average daily yardage placed this week 134

Average daily yardage necessary to complete on time Time expired Oct.31,1922.

Contractor's average force for week 22 *men,*

3 *teams,* 5 *trucks*

Percentage of total required yardage now in place 63

Surfacing will be completed about Feb.1,1923.

Number men in Engineering Party 5

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PW *Percentage* 70

Other jobs 35 DH *Percentage* 15

Other jobs Maintenance *Percentage* 15

Other jobs *Percentage*

PR 6 1/

December 1, 1922

E. I. du Pont de Nemours & Company,
Hoge Building,
Seattle, Washington.

Sales Department.

Gentlemen:

In response to your letter of November 29th relative to contract No. 497, Montague-O'Reilly, contractors, will advise that the retained percentage to date is in amount $11,578.26. The work on this contract will be carried over into the next season and it is impossible to say at this time on what date it will be completed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

JMcF:EM

ESTABLISHED 1802

PONT DE NEMOURS & COMPANY
INCORPORATED
HOGE BUILDING
SEATTLE, WASHINGTON

SALES DEPARTMENT

RECEIVED
DEC 1 1922
OREGON
STATE HIGHWAY COMMISSION

November 28th, 1922

Oregon State Hig way Commission,
Salem,
Oregon.

Montague-O'Reilly Company

Gentlemen:

The above contractors were awarded a contract for 9.7 miles and also surfacing 1.6 miles of the John Day Highway known as the Sarvice Creek Section in Wheeler County, Oregon.

Will you please advise us when these contractors expect to complete this work and we would also appreciate your telling us the amount of retained percentage now being held by the State.

Thanking you for the above information, beg to remain,

Yours very truly,

F. E. Doremus

FAF:MO

MANAGER

11,576.24

#497

P.R. 6-4

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov.23.1922. 192

Job Name Service Creek

Week from Nov. 12 to 18th.

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 pF

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing"

Not much change in the progress of the grading.

V.O.Stapleton,sub-contractor is about finished(Sta.1498-1515)

The steam shovel is working along at sta. 1330.

The surfacing is going slowly mainly because the trucks have so much trouble in hauling. Th contractor will finish at the present set-up about the 28th,and will then move to sta. 1363.

RECEIVED
NOV 27 1922
OREGON
HIGHWAY COMMISSION

Signed E.O. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 7.6

Miles completed except finishing 0.6

Miles covered by contractor's forces 0.5

Miles cross-sectioned 9.7

Miles cross-sections completed and checked 4.0

Miles to be remeasured 0.3

Number men in Engineering Party 5

Contractor's average force for week 4(men,

13 teams, 1 steam shovels

Grading work will be completed about Jan.1,1923

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.

Miles completed 1.6

Miles partially done 1.1

Average daily yardage placed this week 113

Average daily yardage necessary to complete on time Time expired Oct.31,1922

Contractor's average force for week 22 men,

3 teams, 5 trucks

Percentage of total required yardage now in place 59

Surfacing will be completed about Mar.1,1923

Number men in Engineering Party 5

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 31 p[illegible] *Percentage* [illegible]70

Other jobs ...aintenance *Percentage* 30

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov. 17, 192 2

Job Name Service Creek Sect.

Week from Nov 5th to 11th.

Mail Address Fossil

Telegraph or Telephone Address "

Highway John Day

County Wheeler Job Prefix 35PE

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

grading going fairly well considering crew at work. J. C. Stapleton will finish his work next week (Sta. 1492. 1515)

Outside of Stapleton the only other grading is being done by the steam shovel.

Lockney unit, slow this week - On the 10th & 11th Lumber was shut down on account of bad weather. They will probably be ready to move the lumber about Nov. 25th

RECEIVED
NOV 20 1922
OREGON
STATE HIGHWAY COMMISSION

Signed K. J. Lytle

Title Res Engr

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.1

Miles completed 7.4

Miles completed except finishing 0.4

Miles covered by contractor's forces 0.5

Miles cross-sectioned 9.5

Miles cross-sections completed and checked 3.5

Miles to be remeasured

Number men in Engineering Party 5

Contractor's average force for week 50 men,

10 teams, 1 steam shovels

Grading work will be completed about Jan. 1st, 1923

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 4.5

Miles partially done 2.7

Average daily yardage placed this week 1139

Average daily yardage necessary to complete on time ~~55~~% Expired Oct 31 22

Contractor's average force for week 2 men,

teams, 5 trucks

Percentage of total required yardage now in place 58%

Surfacing will be completed about Nov. 1, 1923

Number men in Engineering Party 5

INSTRUCTIONS

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SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PE Percentage 50

Other jobs Maint Percentage 30

Other jobs 35 DH Percentage 20

Other jobs Percentage

November 8, 1922.

Montague-O'Reilly Company,
11 North Sixth Street,
Portland, Oregon.

Gentlemen:

At the meeting of the State Highway Commission held in Salem on October 21st, your request for extension of time was considered and the following is the record made in the minutes of that meeting:

"Montague-O'Reilly Company, contract No. 497, Sarvice Creek Section, John Day River Highway, grading and surfacing, requested an extension of time to January 31, 1923. In view of the difficulties encountered in handling the work, the Engineer recommended that the extension be granted without penalty. Recommendation approved."

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:HI

S. S. MONTAGUE,
PRESIDENT AND MANAGER

512 COMMONWEALTH BUILDING
11 NORTH SIXTH STREET
BROADWAY 2447

MONTAGUE-O'REILLY COMPANY

GENERAL CONTRACTORS

PORTLAND, OREGON

HIGHWAY CONSTRUCTION
GENERAL CONSTRUCTION
PAVEMENTS, ROADS
SEWERS, WATER WORKS
CONCRETE

P.W.K.

October 26, 1922.

RECEIVED
OCT 27 1922
OREGON
STATE HIGHWAY COMMISSION

Roy A. Klein,
Secretary, State Highway Commission,
Salem, Oregon.

Dear Sir:-

We enclose herewith consent from the Bonding Company, which went surety on our contract for the improvement of the Sarvice Creek Section of the John Day Highway, for the extension of time as asked for in our recent letter to Mr. Wanzer which he forwarded to you.

Very truly yours,

Montague O'Reilly Company,

By S. S. Montague

SSM:KH

Form No. 39.
a

P264

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct.23,1922., 192.....

Job Name Service Creek Section — Week from Oct 15th to 21st.

Mail Address Fossil

Highway John Day — Telegraph or Telephone Address "

County Wheeler — Job Prefix 36 P — Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading and Surfacing "

Grading is going along about as usual, the team work is about completed and they will have to do about all the rest with the steam shovel.

Crusher averaged 178 yds per day during this week.

West of the adobe is now covered and in the event that the weather turns unfavorable, the traffic will be able to get over the road.

Mr. Montague, the Contractor, was over the job on 21st.

There is to be a new Supt. Mr. DeSalts replaces Mr. Berry.

RECEIVED
OCT 24 1922
OREGON
State Highway Commission

NOTED
C. W. WANZER

Signed K. B. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

APPROVED:
ACTING CHIEF BUREAU OF PUBLIC ROADS.

Form No. 39.

(E) D

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 6.5

Miles completed except finishing 0.3

Miles covered by contractor's forces 2.0

Miles cross-sectioned 9.2

Miles cross-sections completed and checked 3.0

Miles to be remeasured

Number men in Engineering Party 5

Contractor's average force for week 66 *men,*

28 *teams,* 1 *steam shovels*

Grading work will be completed about Dec.15, 1922

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 2.3

Miles partially done 3.4

Average daily yardage placed this week 178

Average daily yardage necessary to complete on time 1446

Contractor's average force for week 22 *men,*

2 *teams,* 3 *trucks*

Percentage of total required yardage now in place 41%

Surfacing will be completed about March 1, 1923.

Number men in Engineering Party 5

INSTRUCTIONS

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SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PF *Percentage* 70

Other jobs 35 MA *Percentage* 15

Other jobs Maintenance *Percentage* 15

Other jobs *Percentage*

Form No. 39.

BR 6

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
OCT 25 1922
STATE HIGHWAY COMMISSION
OREGON

Job Name Service Creek Section

Highway John Day Highway

County Wheeler Job Prefix 35 PE

Date Oct. 16, 1922., 192

Week from Oct. 8th to 15th

Mail Address Fossil

Telegraph or Telephone Address "

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading and Surfacing "

Grading going along good, grade is now practicaly finished between the followig stations.

1002 - 1300

1365 - 1396

1431 -1437

In about three weeks more all of the team work will be completed, the remainder will be done with the steam shovel.

Started the crusher on the 8th, rock looks good and the cut put will average about 250 per day. They lost 1/2 day on account of rain.

Some of the base that was laid from the first quarry site is cutting up and we are having to do considerable patching.

NOTED
W WANZER

Signed K J Tufto

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

ACTING CHIEF BUREAU OF PUBLIC ROADS

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 6.4

Miles completed except finishing 0.2

Miles covered by contractor's forces 2.0

Miles cross-sectioned 9.0

Miles cross-sections completed and checked 8.0

Miles to be remeasured 1.0

Number men in Engineering Party 4

Contractor's average force for week ..... 66 ..... men,

64 ..... teams, 1 ..... steam shovels

Grading work will be completed about ..... Dec. 15, 1922.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.5

Miles completed 2.3

Miles partially done 2.8

Average daily yardage placed this week 211

Average daily yardage necessary to complete on time 832

Contractor's average force for week ..... 22 ..... men,

..... teams, 3 ..... trucks

Percentage of total required yardage now in place 36%

Surfacing will be completed about ..... April 1, 1923

Number men in Engineering Party 4

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 35 P" ..... Percentage 100

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

(See

APPROVED: [illegible]

ACTING CHIEF, BUREAU OF PUBLIC ROADS

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date September 23rd.,1922, 192

Job Name Service Creek Section — Week from Sept 17th., to 23rd.,

Mail Address Fossil

Highway John Day — Telegraph or Telephone Address Fossil

County Wheeler — Job Prefix 35PR — Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Good prograss made in grading this last week both with the steam shovel and team gangs. Also have the headwalls for culverts completed to sta. 1140.

Crusher erection is progressing slowly, and should be ready to start crushing by the last of this month.

RECEIVED
OCT 2 1922
STATE ... OREGON

NOTED
C. W. WARD

Signed

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

APPROVED:
ACTING CHIEF BUREAU OF PUBLIC ROADS

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 5.0

Miles completed except finishing 1.2

Miles covered by contractor's forces 1.2

Miles cross-sectioned 8.7

Miles cross-sections completed and checked 3.5

Miles to be remeasured ?

Number men in Engineering Party 4

Contractor's average force for week 84 *men,*

38 *teams,* 1 *steam shovels*

Grading work will be completed about Dec. 31st., 1922

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 2.3

Miles partially done 1.6

Average daily yardage placed this week Moving crusher

Average daily yardage necessary to complete on time 425

Contractor's average force for week 30 *men,*

teams, *trucks*

Percentage of total required yardage now in place 29

Surfacing will be completed about Dec., 31st., 1922

Number men in Engineering Party 4

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

INSTRUCTIONS

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DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job [illegible] *Percentage* 40

Other jobs [illegible] *Percentage* 50

Other jobs [illegible] *Percentage* 5

Other jobs [illegible] *Percentage* 5

PR 64

RECEIVED
FEB 6 1922
U.S. DEPARTMENT OF AGRICULTURE
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING

SPECIAL PROVISIONS

SARVICE CREEK SECTION

WORK TO BE DONE

The work to be done under the terms of the contract shall consist of resurfacing from Sta 918 + 50 to Sta 1002 with such grading as may be required, grading and surfacing from Sta 1002 to 1515, and the construction of bridges at Stas 1078 - 1165 and 1406.

Attention is called to the fact that the section from Sta 1002 to 1515 is a Federal Aid Project.

CARE OF TRAFFIC

The attention of the contractor is especially called to the fact that he will be required to maintain, at all times, satisfactory detours and road connections for the accommodation of traffic. Payment for this feature of the work will be understood to be covered in the payment for excavation or other of the bid items. No separate payment will be made therefor.

SPECIAL PROVISIONS RELATIVE TO PORTION FROM STA 918 + 50 to 1002

On the portion of the project between Sta 918 + 50 and 1002 the contractor will be required to do such grading work as the Engineer may require, this work to consist of widening existing cuts and ditches, deepening ditches and furnishing and placing culvert pipes. Excavated materials shall be used in widening fills in accordance with the instructions of the Engineer.

The surfacing between Sta 918 + 50 and 1002 shall be done in accordance with the specifications for "Broken Stone Surfacing" as hereinafter provided.

CONSTRUCTION OF BRIDGES

The structures at Sta 1078, 1165 and 1406 shall be constructed in accordance with the Oregon State Highway Department standard bridge specifications and in accordance with accompanying plans.

CLASSIFICATION OF EXCAVATION

All excavation will be classified on the two classification basis as given on page 21 of the Standard Specifications.

APPROVED: D. H. Wilson
ACTING CHIEF BUREAU OF PUBLIC ROADS

SIPHONS

Construction Details:

Siphons shall be constructed in accordance with the standard plan attached.

The inlet and outlet basins shall be of Class "A" Concrete. The pipe connecting the basins shall be concrete or corrugated iron, as may be ordered by the Engineer.

Concrete pipe for use in Siphons shall conform in every respect to concrete pipe for use in culverts, and shall be laid in accordance with the same specifications, except that each joint shall be provided with a cement mortar collar to prevent leakage. The cement mortar collar shall be twelve (12) inches in width by three (3) inches in thickness, and shall be made of a cement mortar consisting of one part of Portland cement to one part of sand, the cement and sand conforming to the specifications for cement and sand for use in Class "A" Concrete. The cement mortar collars must be very carefully constructed and must provide absolutely watertight joints.

Corrugated iron pipe for use in siphons shall conform in every respect to corrugated iron pipe for use in culverts, except that all seams and joints shall be close riveted and soldered. The use of coupling band joints will be permitted only with special authority from the Engineer, and when that type of joint is used, there shall be wrapped under the coupling band four thicknesses of heavy burlap, thoroughly treated with hot bitumen.

Measurement & Payment:

The end basins for siphons will be paid for on a yardage basis at the unit price bid for Class "A" Concrete.

The pipe between the end basins will be paid for at the price bid for concrete siphon pipe or for corrugated iron siphon pipe, as the case may be.

Payment for the end basins and pipe shall be understood to comprise full payment for the siphon in place, including cement mortar collars and backfilling of excavation, but not including the original excavation, which will be paid for at the price bid for the appropriate classes of excavation.

FLUME CONSTRUCTION

Such flume construction as may be required will be paid for as "Extra Work."

BROKEN STONE SURFACING.

Preparation of Subgrade:

Before the surfacing materials are placed, the roadbed shall be shaped up and brought to a uniform crown and cross-section with all ruts, humps, depressions and other inequalities eliminated. All spalls, or loose stones larger than the maximum size specified for surfacing shall be removed and the roadbed shall be rolled to such extent as the Engineer may consider necessary. Any irregularities that may develop during the rolling shall be corrected in such manner as the Engineer may direct.

Width, Thickness, Courses and Sizes of Materials:

The width of surfacing to be laid under this contract shall be fourteen (14) feet with the crown and cross-section shown on the plans. From Sta. 918 + 50 to Sta 1222 the surfacing shall be laid to a loose thickness of ten (10) inches. This shall be placed in three courses consisting of two base courses of crusher-run broken stone with a maximum size of one and one-half (1½) inches, as determined by a one and one-half (1½) inch circular opening, each base course to be placed to a loose thickness of three inches. On this there shall be placed a four (4) inch (loose thickness) top course of crusher run broken stone with a maximum size of one (1) inch as determined by a one (1) inch circular opening.

From Sta 1222 to 1515 the surfacing shall be laid to a loose thickness of eight (8) inches, consisting of two courses with a loose thickness of four (4) inches each. Each course shall consist of crusher-run broken stone, the maximum size for the base course being one and one-half (1½) inches and for the top course one (1) inch, these sizes being determined by circular openings.

In the event that sub-grade conditions are such that the above thicknesses are not required or are insufficient, the surfacing shall be laid to such thickness and in such number of courses as the Engineer may direct.

Materials:

All materials to be used shall consist of clean, hard, tough and durable rock. It shall contain no vegetable or other deleterious matter; shall contain not more than (10) per cent of clay, and shall be free from thin, soft, elongated or laminated pieces.

The loss by abrasion when tested in the manner described in Bulletin No. 555 of the U. S. Department of Agriculture shall not exceed eight (8) per cent.

Possible, but not guaranteed, sources of supply are located at the various sites indicated on the plans. Any materials used from any of these sources shall meet the above requirements, and the contractor, further, will be required to use the best materials in any particular quarry. No materials from any

other sources than those given shall be used without specific permission from the Engineer.

Contractor to Acquire and Develop Sources of Material:

The contractor shall acquire and develop such sources of material as are required for the prosecution of the work. He shall pay all royalties, shall remove overburden, shall provide hauling roads, and shall bear all expense incidental to the securing, furnishing and delivering upon the work of all surfacing materials required.

Rolling:

The contractor shall be required to maintain a ten (10) ton self-propelled power roller in operation on the work at all times during the preparation of sub-grade and construction and finishing of the surfacing. This roller shall be used either on the subgrade, the shoulders or the different courses of the surfacing as the Engineer may direct.

Means to Prevent Separation of Fine from Coarse Materials:

In the handling of materials, the contractor shall use means which will prevent as far as possible a separation of the fine from the coarse materials. As far as possible materials in being transferred into stock piles, bins, or vehicles shall be dropped vertically.

Hauling:

The contractor will be required to construct the surfacing beginning at the point or points nearest the point or points of loading, and working away from that point or those points. Each course to be constructed from a given set-up shall be entirely completed before the construction of the succeeding course is commenced.

Whether or not hauling shall be done over the materials as they are placed shall be determined by the Engineer, basing his opinion on whether this hauling proves beneficial or detrimental.

Dumping on Roadway:

The spreading of any course or layer of material shall be done from suitable spreader wagons, end-dump trucks with end gates adjusted to give the proper spread, or from piles dumped along the road. No segregation of large or fine particles will be allowed and the material as spread, shall be free from pockets of large or fine material.

Construction of Courses:

Upon the prepared sub-grade the materials for the first course of the surfacing shall be evenly and uniformly spread to

the thickness, crown and cross-section given herein or as may be ordered by the Engineer. This course shall then be rolled and defects corrected as ordered by the Engineer.

Construction of the succeeding courses shall be as specified for the first course.

Filler shall be added to the surfacing materials when so ordered by the Engineer, this work to be done as specified herein under the item "Filler."

Watering:

If, in the opinion of the Engineer, the surfacing materials should be sprinkled during the course of construction, the sprinkling shall be done by the contractor and paid for as "extra work", or shall be done by state forces without cost to the contractor.

Trimming Earth Shoulders:

After the surfacing materials are in place, and just prior to the completion of the work, the earth shoulders shall be neatly trimmed up and brought to smooth and even surface true to crown and grade. These shall be rolled when so ordered by the Engineer.

Measurement & Payment:

The quantity of broken stone surfacing to be paid for shall be the number of cubic yards, loose measure, of broken stone, delivered and incorporated in the work.

Payment will be made at the price bid for "Broken Stone Surfacing," this price being understood to include and cover the preparation of the subgrade, the furnishing, hauling, spreading, and rolling of the surfacing materials, and the performance of all work incidental to the complete construction of the surfacing as specified and ordered.

Filler will be paid for as hereinafter provided.

MAINTENANCE MATERIALS

Work to be Done:

Under this item the contractor shall furnish, haul, and place in suitable piles, broken stone to be used later for maintenance purposes.

Maintenance materials shall conform in every respect to the specifications for materials for use in the top course of

the surfacing. They shall be placed in neat, well-formed piles of approximately twenty-five (25) cubic yards each, at intervals of approximately one-quarter (1/4) mile.

The sites for the piles shall be selected by the Engineer and they shall be cleared of brush and debris by the contractor. In all cases the piles shall be clear of the roadbed, and shall not interfere with drainage.

Measurement & Payment:

The price bid per cubic yard for Maintenance Materials shall be understood to include and cover the furnishing, crushing, screening, hauling and piling of materials, and the preparation of the sites for the piles.

FILLER

Where the Engineer so directs, there shall be added to and incorporated with the surfacing materials, a "filler" of sand, loam or other suitable material. Material for this purpose shall be obtained from such sources as the Engineer may select, and shall be dry and finely pulverized.

The course of surfacing in connection with which the filler is to be used, shall, immediately before the application of the filler, be shaped up and brought to uniform crown, cross section and grade, free from all ruts and inequalities. The filler shall then be spread uniformly over the course of surfacing, the spreading to be done by hand from piles of filler material dumped at convenient intervals. The quantity of filler to be used shall be as the Engineer may order.

In no case shall filler material be obtained from embankment shoulders or slopes, and whenever it is obtained from within the right-of-way limits, the excavation therefor shall be left neatly trimmed and properly drained.

Filler shall be paid for at the price bid per cubic yard, loose measure. This price shall be understood to include and cover the excavation, hauling, and spreading of the filler material and the incorporation of same with the surfacing materials in accordance with these specifications; provided, however, that for such material as must be hauled more than five hundred (500) feet the contractor will be paid in addition to his bid price for filler, a price for "filler-haul" of forty (40) cents per cubic yard for each mile, or fraction thereof, of haul in excess of five hundred (500) feet.

When filler materials are obtained and hauled in such manner as to be not susceptible of accurate measurement, the quantity to be paid for shall be estimated by the Engineer in such manner as appears to him to be most equitable.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept.,18th.,1922, 192

Job Name Service Creek Section

Week from Sept.,10th., to 16th.,

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address Fossil

County Wheeler Job Prefix 35pE

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

"Grading & Surfacing"

The grading is progressing in good shape,and with the steam shovel is moving quite a lot of material.Team gang started on the 16th.,on mile of work sub-let from sta.1343-1376.

The moving of the crusher is progressing slowly,and will probably take two weeks before they willget to crushing.the crusher is being set up at sta.1160.

RECEIVED
SEP 22 1922
STATE HIGHWAY COMMISSION
CHIEF ENGINEER
WANZER

Signed K.Z. Sythe

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 4.5

Miles completed except finishing 1.5

Miles covered by contractor's forces 1.3

Miles cross-sectioned 8.7

Miles cross-sections completed and checked 3.0

Miles to be remeasured ?

Number men in Engineering Party 4

Contractor's average force for week 98 *men,* 40 *teams,* 1 *steam shovels*

Grading work will be completed about Dec.31st.,1922

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 2.3

Miles partially done 1.6

Average daily yardage placed this week Moving Crusher

Average daily yardage necessary to complete on time 400

Contractor's average force for week 16 *men,*

teams, *trucks*

Percentage of total required yardage now in place 29

Surfacing will be completed about Dec 31st.,1922

Number men in Engineering Party 4

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35PE *Percentage* 70

Other jobs 35WA *Percentage* 10

Other jobs 35WB *Percentage* 10

Other jobs Maintenance *Percentage* 10

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept.11,1922., 192...

Job Name Service Creek Section

Week from Sept.3 to 9th

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 PE

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

The grading went along a little better this week, the Contractor got the steam shovel running the 4th,they also infor me that they have sub-let a mile down at sta. 1343-1376.

The surfacing went about as usual as far as quantity was conserned but the rock became so rotten that I had to shut them down Friday night Sept.8th.So far they have not made any move to tear down the crusher,at present the steam shovel has the road blocked and they will not be able to move for about 10 days.

Wm.Halloin ,rock checker,left for school Sept.7th.

RECEIVED
SEP 23 1922
OREGON
STATE HIGHWAY COMMISSION

Signed C.T.Lytle

Title Res. Eng.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 3.8

Miles completed except finishing 0.7

Miles covered by contractor's forces 1.4

Miles cross-sectioned 8.7

Miles cross-sections completed and checked 2.4

Miles to be remeasured ?

Number men in Engineering Party 4

Contractor's average force for week 71 *men,*

29 *teams,* 1 *steam shovels*

Grading work will be completed about Dec.31,1922.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 2.3

Miles partially done 1.6

Average daily yardage placed this week 134

Average daily yardage necessary to complete on time 358

Contractor's average force for week 25 *men,*

2 *teams,* 4 *trucks*

Percentage of total required yardage now in place 29

Surfacing will be completed about Dec.31,1922.

Number men in Engineering Party 4

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PW *Percentage* 60

Other jobs 35 WA *Percentage* 15

Other jobs 35 WB *Percentage* 15

Other jobs Maintenance *Percentage* 10

Form 103-A.

Oregon State Highway Commission

F A Ore # 64

Report of Rock Test

Date reported 9/6/22 Lab. No. 12650

Source 3ta 1078 Field No. 5591

County Wheeler

Quantity represented Job Service Creek Section

To be used Macadam Sampled by K D Lytle

Specific Gravity - - - - - 2.41

Abrasion per cent wear - 24.48

Rock represented by this sample is not suitable for use in macadam

CC U S Bureau of Public Roads 2
Office
C W Wanner
K D Lytle

Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept.6,1922., 192...

Job Name Sarvice Creek Section

Week from Aug.27 to Sept.2

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 PE

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

"Grading & Surfacing"

Grading going very slowly this week, entire outfit working was one station gang of 9 men and six freenoes, steam shovel will be ready to run Sept. 4th. Main camp now at station 1250.

Rock in quarry looks very bad, the best of the rock is all gone, the farther they go in the softer the rock seems to become.

Daily average fell considerable during the week, due mostly to the fact that they have been running top exclusively.

RECEIVED
SEP 9 1922
OREGON
STATE HIGHWAY COMMISSION

Signed K.J. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 3.8

Miles completed except finishing 0.6

Miles covered by contractor's forces 1.4

Miles cross-sectioned 8.5

Miles cross-sections completed and checked 2.2

Miles to be remeasured ?

Number men in Engineering Party 55 5

Contractor's average force for week 55 *men,* 20 *teams,* 0 *steam shovels*

Grading work will be completed about Dec. 31, 1922.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 1.3

Miles partially done 2.6

Average daily yardage placed this week 165

Average daily yardage necessary to complete on time 342

Contractor's average force for week 25 *men,* 2 *teams,* 4 *trucks*

Percentage of total required yardage now in place 25

Surfacing will be completed about Dec. 31, 1922.

Number men in Engineering Party 5

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 P* *Percentage* 75

Other jobs Maintenance *Percentage* 25

Other jobs *Percentage*

Other jobs *Percentage*

RY
6

September 6, 1922.

Mr. K. D. Lytle,
Resident Engineer
Fossil, Oregon.

Dear Sir:

In accordance with your letter of the 2nd inst., we are enclosing herewith two sets of plans for rubble masonry headwalls.

Very truly yours,

HERBERT NUEM,
State Highway Engineer

By
Assistant Office Engr.

JWD:AP
Encl.

ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

35 PE-Headwalls

Fossil,Ore.Sept.2,1922.

Mr.Herbert Nunn,

State Highway Engr.,

Salem,Ore.

Attention Mr.Probert.

Dear Sir:-

Will you please send me a couple sets of headwall plans to be used on the Sarvice Creek Sect. of the John Day Highway.Rubble Masonry head walls on Corr.Galv.pipe are being used.

Respectfully,

Resident Engr.

RECEIVED
SEP—5 1922
OREGON
STATE HIGHWAY COMMISSION

August 31, 1922

Montague-O'Reilly Company,
11 N. 6th Street,
Portland, Oregon.

Gentlemen:

In answer to your letter of August 30th relative to the county's share of the July estimate for the Service Creek Section, would say that if you will return the county voucher form to this office for cancellation, we will be pleased to prepare a voucher drawn onthe state highway fund to cover the county's share.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:IM

Rec'd back and State voucher drawn

PRESIDENT AND MANAGER

512 COMMONWEALTH BUILDING
11 NORTH SIXTH STREET
BROADWAY 2447

MONTAGUE-O'REILLY COMPANY

GENERAL CONTRACTORS

PORTLAND, OREGON

HIGHWAY CONSTRUCTION
GENERAL CONSTRUCTION
PAVEMENTS, ROADS
SEWERS, WATER WORKS
CONCRETE

August 30th, 1922.

Mr. Roy Klein,
Secy. State Highway Commission,
Salem, Oregon.

Dear Sir:-

We recently sent voucher addressed to Wheeler County for their share of the July Estimate of Sarvice Creek Section work to Bank at Condon for collection, and four just been advised by phone by the Bank, that the County Clerk states that this payment should be made direct by the State, inasmuch as the County has already remitted Twenty Thousand Dollars to the State for this purpose, and is remitting an additional Ten Thousand today. Will you please advise us in the matter so we may know what to do with the voucher w/ when it is returned to us, as we have immediate need of the money.

Yours very truly,

Montague-O'Reilly Company,

By J. E. Montague

RECEIVED
AUG 31
ORE N
STATE HIGHWAY COMMISSION

PR
6 4

August 31, 1922

H. H. & Ford & Carl Hendricks,
Fossil, Oregon.

Gentlemen:

Complying with your request I am sending you under separate cover two certified copies of state highway contract No. 497 with Montague-O'Reilly Company for the construction of a portion of the John Day Highway in Wheeler County, which copies of contract have been requested by you in connection with the claims of C. G. Adams and Geo. A. Morrill against the said contractors.

Yours truly,

JMD:AAP
Encl. 2

Assistant Attorney General.

RECEIVED
AUG 25 1922
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,

Secretary, Oregon, State Highway Commission

Salem Oregon,

Dear Sir:

I, C.G.Adams, the undersigned make application for a certified copy of the contract and Bond for the construction of that part of the John Day River Highway in Wheeler County Oregon known as the Sarvice Creek Section being contract Number 497 for grading and resurfacing a total length of 11.3 miles being the Contract between the State of Oregon Acting through the State Highway Commission and with Montague-OReilly Co and dated and awarded March 23 1923, the date of the contract being March 23 1922 and the date of the Bond being the 12th day of April 1922. That there is now due and owing me from the said Montague O'Reilly Co a Corporation for work & labor and Materials furnished and food furnishd laborers while working on said section in the construction of said Roadway, and for injury to my premises done by blasting the total sum of $361.66.

C. G. Adams

State of Oregon,
County of Wheeler--SS.

I, Charles G.Adams, being first duly sworn, depose and say that between the 1st day of May 1922 and the 21st day of August 1922, I Performed Work and Labor , and furnished materials in the construction of that section of the John Day Highway in Wheeler County Oregon known as the Sarvice Creek Section under the Contract of Montague -OReilly Company a corporation with the State of Oregon, acting through the State Highway Commission, that I also furnished thereon Food for laborers while working on said section and hay for horses on said sectio and that I received injury to my adjoining property from blasting thereon at the agreed price of $30. And that all this was consumed in the construction of said road way and used thereon. or damages received in the construction thereof. That no part of the same has been paid and that there is now due and owing and unpaid thereon the full sum of $361.66 and interest thereon from the 21st day of August 1922 at 6% per annum. That I desire and do hereby file a claim on the bond given herein and interest on said amount unpaid and for costs and attorneys fees allowed by law incurred herein and in the collection hereof.

That I request that you mail to H.H.& Ford & Carl Hendricks at

RECEIVED
AUG 25 1922
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,

Secretary, Oregon, State Highway Commission

Salem Oregon,

Dear Sir:

I, C.G.Adams, the undersigned make application for a certified copy of the contract and Bond for the construction of that part of the John Day River Highway in Wheeler County Oregon known as the Sarvice Creek Section being contract Number 497 for grading and resurfacing a total length of 11.3 miles being the Contract between the State of Oregon Acting through the State Highway Commission and with Montague-OReilly Co and dated and awarded March 23 1923, the date of the contract being March 23 1922 and the date of the Bond being the 12th day of April 1922. That there is now due and owing me from the said Montague O'Reilly Co a Corporation for work & labor and Materials furnished and food furnished laborers while working on said section in the construction of said Roadway, and for injury to my premises done by blasting the total sum of $361.88.

C. G. Adams

State of Oregon,
County of Wheeler--SS.

I, Charles G.Adams, being first duly sworn, depose and say that between the 1st day of May 1922 and the 21st day of August 1922, I Performed Work and Labor , and furnished materials in the construction of that section of the John Day Highway in Wheeler County Oregon known as the Sarvice Creek Section under the Contract of Montague -OReilly Company a corporation with the State of Oregon, acting through the State Highway Commissiom, that I also furnished thereon Food for laborers while working on said section and hay for horses on said sectio and that I received injury to my adjoining property from blasting thereon at the agreed price of $30. And that all this was consumed in the construction of said road way and used thereon. or damages received in the construction thereof.That no part of the same has been paid and that there is now due and owing and unpaid thereon the full sum of $361.88 and interest thereon from the 21st day of August 1922 at 6% per annum. That I desire and do hereby file a claim on the bond given herein and interest on said amount unpaid and for costs and attorneys fees allowed by law incurred herein and in the collection hereof.

That I request that you mail to H.H.& Ford & Carl Hendricks at Fossil Oregon for me a Copy of the said Contract and Bond.

C. G. Adams

Subscribed and sworn to before me this 22nd day of August 1922.

Ford Hendricks,

Notary Public for Oregon, my commission expires May 26 1923.

RECEIVED
AUG 31 1922
OREGON
STATE HIGHWAY COMMISSION

Roy A.Klein,
Secretary of Oregon State Highway Commission,
Salem Oregon,
Dear Sir:

I, George Morrill, the undersigned make application hereby for a certified copy of the Contract and Bond for the construction of that part of the John Day River Highway in Wheeler County Oregon known as the Sarvice Creek Section being contract number 497 for grading and resurfacing a total length of 11.3 miles being the contract with the State of Oregon acting through the State Highway Commission and with Montague-OReilly Company a Corporation and dated and awarded the 23rd day of March 1922, the date of the Contract being March 23 1922 and the date of the bond given thereon being the 12th day of April 1922. There is now due and owing and unpaid thereon from said Montague OReilly Company a Corporation for Work and Labor and for horses used in grading work and for Freight hauled in transporting materials from Spray to the Upper Sarvice Creek Camp the full sum of $246.00 all on the said section of said Road Construction.

George G. Morrill

State of Oregon,
County of Wheeler—SS.

I, George Morrill, being first duly sworn, depose and say that between the 15th day of April 1922 and the 5th day of August 1922 both inclusive, I performed work and labor and furnished 8 head of horses and hauled freight which were materials used in the construction of said highway known as that section of the John Day Highway in Wheeler County Oregon called the Sarvice Creek Section under contract number 497 of Montague OReilly Company a Corporation, with the State of Oregon, Acting through the State Highway Commission, That I furnished thereon said 8 head of horses at the Customary price of $25. per month per span making a total of $100. for said horses which were actually used in the construction of said Highway above mentioned, that I also labored on the said highway in the construction thereof 27 days at the price of $4. per day making a total of $108 for labor, and that I hauled Two loads of Materials used in the construction of said highway at the customary price of $20. per trip making a total of $40. that the total amount of this claim is the sum of $246. all of which is now due and owing and unpaid. Besides interest thereon at 6% per annum from the 5th day of August 1922. That I desire to file a claim on the Bond given herein and referred to above on said amount unpaid and for costs and attorney's fees allowed by law for the collection hereof.

That I request that you mail to H.H.& Ford & Carl Hendricks at Fossil Oregon for me, a copy of the said contract and Bond.

George G. Morrill

Subscribed and sworn to before me this 24th day of August 1922.

Ford Hendricks

Notary Public for Oregon my commission expires May 26 1923.

Form No. 19.

Pt 6 Y

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Aug.29.1922., 192

Job Name Service Creek Section — Week from Aug. 20th to 26th.

Mail Address Fossil

Highway John Day — Telegraph or Telephone Address "

County Wheeler — Job Prefix 35 F — Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Station gang on upper end, sta.1002 to 1068 finished on 25th, grading now complete from sta.1002 to sta 1196 with exception of 500 ft. at Sta. 1160. Steam shovel on the ground but will probably not run for about 5 days more. Contractor is moving his main camp down to Sta.1250 and started grading at that station Monday the 28th.

Surfacing going in on about the same altho the daily average for the week was 10 yds. per day less than last week. Base course now on from sta.918 to sta. 1135 and top on from sta.918 to 944.

RECEIVED
SEP 5 1922
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. WANZER

(See back of this sheet for instructions and detailed information.)

Signed K. J. Lytle

Title Reelident Engr.

GRADING CONSTRUCTION

Total miles of grading on project ..... 9.7 .....

Miles completed ..... 3.8 .....

Miles completed except finishing ..... 0.4 .....

Miles covered by contractor's forces ..... 5.0 .....

Miles cross-sectioned ..... 7.9 .....

Miles cross-sections completed and checked ..... 2.2 .....

Miles to be remeasured ..... ? .....

Number men in Engineering Party ..... 5 .....

Contractor's average force for week ..... 72 .....men,

..... teams, ... steam shovels

38 0

Grading work will be completed about ..... Dec.31.1922.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 11.3 .....

Miles completed ..... 0.5 .....

Miles partially done ..... 3.3 .....

Average daily yardage placed this week ..... 188 .....

Average daily yardage necessary to complete on time ..... 336 .....

Contractor's average force for week ..... 26 .....men,

..... teams, ... trucks

3 4

Percentage of total required yardage now in place ..... 21 .....

Surfacing will be completed about ..... Dec.31,1922.

Number men in Engineering Party ..... 5 .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* .....

Other jobs ..... 35 PW Maintenance *Percentage* 75 25

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

August 20, 1932.

G. H. Purcell, District Manager
Bureau of Public Roads,
P. O. Building,
Portland, Oregon.

Dear Sir:

Your favor of the 16th, recommending sprinkling in connection with surfacing operations on Federal Aid Project No. 44, has been referred to Mr. O. W. Wanner, Division Engineer at The Dalles, who will endeavor to carry out your recommendations in this respect.

For your information will state that the demand for sprinkling equipment has been far beyond our ability to assemble same and the use of such equipment has necessarily been confined to those projects where light dusty soil is encountered to such extent that the stone is fouled in the dust pockets during placement.

On those projects where the soil is heavy and the courses can be laid without a milling of base and top stone, we have not considered it practical to use water in view of the scarcity of sprinkling equipment.

We shall, however, give this project preference and will install the first piece of sprinkling equipment that can be obtained.

Yours very truly,

HERBERT MUNN

State Highway Engineer

By

Assistant Engineer.

CGK LC
cc. to W. O. Wanner, Division Engineer
The Dalles, Oregon.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING.
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.

August 26, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

It is the opinion of the inspecting engineers from this office that the quality of the surfacing on Oregon Federal aid project No. 64 can be materially improved by sprinkling as provided for in the specifications.

The material is dry and the road traverses a dry canyon. Water is easily obtainable from the stream which parallels the project, and the cost will be very nominal. On other projects farther east in this State water is being used with very satisfactory results.

Please give this matter early consideration and advise us as to action taken.

Very truly yours,

District Engineer.

RECEIVED
AUG 28 1922
OREGON
STATE HIGHWAY COMMISSION

(See b

sistant Engr.

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Aug.22,1922, 192

Job Name Service Creek Section

Week from Aug.13th to 19th.

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 PE

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

The grading is going along slowly, Steam shovel is now in Condon and should start to work about the first of next week. No new work is being opened up at this time, all teams are working on the finishing. One station gang finished small section the first of the week, sta. 1215 to 1230, gang from sta. 1002-1048 will finish the last of this week.

Crusher has had a daily average of 195 cu.yds.

Mr. Montague, contractor, was out over the job 26 & 27th.

RECEIVED
AUG 31 1922
OREGON
State Highway Commission

NOTED
C. H. WANZER

Signed C.H. Lytle

(See back of this sheet for instructions and detailed information.)

Title Resident Engr.

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 3.3

Miles completed except finishing 0.7

Miles covered by contractor's forces 4.5

Miles cross-sectioned 7.7

Miles cross-sections completed and checked 2.0

Miles to be remeasured ?

Number men in Engineering Party 5

Contractor's average force for week 77 men,

40 teams, 0 steam shovels

Grading work will be completed about Dec.31,1922.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 0.5

Miles partially done 1.9

Average daily yardage placed this week 195.0

Average daily yardage necessary to complete on time 303.0

Contractor's average force for week 28 men,

2 teams, 6 trucks

Percentage of total required yardage now in place 17

Surfacing will be completed about Dec.31,1922.

Number men in Engineering Party 5

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 pr Percentage 85

Other jobs Maintenance Percentage 15

Other jobs Percentage

Other jobs Percentage

August 21, 1922.

Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Gentlemen:

Herewith we are enclosing copies of Estimate Number 43 on the Service Creek Section, Oregon Federal Aid Project No. 64.

Very truly yours,

HERBERT KUHN,
State Highway Engineer

By
Office Engineer.

Dic by J. W. DeSouza.

AP
Encl.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT.

FIELD ENGINEER'S WEEKLY REPORT

Date Aug. 1., 1922., 192

Job Name Sarvice Creek Section

Week from Aug.6th to 12th

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 PF

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

""Grading and Surfacing"

Progress on grading about the same as before, not going very fast, so far the steam shovel has not shown up. Bridge at Pioneer creek now completed, with exception of painting.

Contractor has made better progress on surfacing this week, raising the daily average over 50 yds. per day better than last week. Nothing else important.

RECEIVED
AUG 19 1922
OREGON

NOTED
C. W. WANZER

(See back of this sheet for instructions and detailed information.)

Signed K.D. Ryder

Title Resident Engr.

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 2.3

Miles completed except finishing 1.8

Miles covered by contractor's forces 4.3

Miles cross-sectioned 7.3

Miles cross-sections completed and checked 1.8

Miles to be remeasured ?

Number men in Engineering Party 5

Contractor's average force for week 65 *men,*

48 *teams,* 0 *steam shovels*

Grading work will be completed about Dec. 31, 1922.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 0.5

Miles partially done 0.9

Average daily yardage placed this week 152.0

Average daily yardage necessary to complete on time 317

Contractor's average force for week 28 *men,*

2 *teams,* 6 *trucks*

Percentage of total required yardage now in place 10.5%

Surfacing will be completed about Dec. 31, 1922.

Number men in Engineering Party 5

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 p.r *Percentage* 85

Other jobs Maintenance *Percentage* 15

Other jobs *Percentage*

Other jobs *Percentage*

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Aug 7, 1922., 192.....

Job Name Service Creek Section — Week from July 30 to Aug.5th

Mail Address Fossil

Highway John Day — Telegraph or Telephone Address "

County Wheeler — Job Prefix 35 PT — Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Grading progressing a bout the same as usual, the rough grading is now about completed for the first four miles but the finishing is going about as slow as the other part of the work.

The surfacing is going fairly well altho the crusher has not been turning out near what it should the largest days run was 174 yds, with an average for the week of 110 yds per day.

Chainman M.L.Barney arrived Aug.1.

NOTED
W WANZER

RECEIVED
AUG 11 1922

Signed C.J. Coyle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

ED ITA

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 1.0

Miles completed except finishing 3.0

Miles covered by contractor's forces 4.3

Miles cross-sectioned 7.1

Miles cross-sections completed and checked 1.8

Miles to be remeasured ?

Number men in Engineering Party 5

Contractor's average force for week 69 *men,*

49 *teams,* 0 *steam shovels*

Grading work will be completed about Jan.1,1923

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 0.27

Miles partially done 0.88

Average daily yardage placed this week 109.7

Average daily yardage necessary to complete on time 303

Contractor's average force for week 22 *men,*

2 *teams,* 5 *trucks*

Percentage of total required yardage now in place 6.4%

Surfacing will be completed about Jan.1,1923

Number men in Engineering Party 5

TD.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 pw *Percentage* 70

Other jobs Maintenance *Percentage* 30

Other jobs *Percentage*

Other jobs *Percentage*

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.

August 7, 1922.

RECEIVED
AUG 8 1922

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate to cover Oregon Federal Aid project No. 64 (Sarvice Creek section) have been executed. We enclose herewith an origin1 copy each of the agreement and certificate for your files.

Yours very truly,

District Engineer.

Form P. R. 2

State Oregon

Project No. 64

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

RECEIVED
MAY 26 1922

RECEIVED
MAY 15 1922

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25 day of May, 1922

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes": and as further amended by the Federal Highway Act, approved November 9, 1921 (Public No. 87, 67th Congress)

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 30th day of December, 1921,

a project statement, which was approved by the Secretary on the 30th day of March, 1922, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the District Engineer on March 30, 1922, and approved by the Secretary on the 24th day of June, 1922, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

ninety-five thousand, seven hundred eighty-nine and 86/100

dollars ($95,789.86), or 51.13% per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State $75,800.58 and any additional amount required, from sale of bonds authorized by Legislature under Chapter 173, Laws of 1917, and Chapter 31, Laws of 1920 (date and citation), appropriating dollars.

*(b) By the Count..... of ..... By tax levy or bond issue authorized by act of ..... (date and citation).

*(c) .....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point 1½ miles south of the south end of F.A. Project No. 4 about 11 miles from Fossil, and the west end of Federal Aid Project No. 6

terminal points, a distance of 9.7 miles, known locally as the Service Creek Section of the John Day Highway from Fossil to Dayville, Wheeler County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

STRICKEN OUT

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed

(*a*) the said sum of ninety-five thousand, seven hundred eighty-nine and 86/100

dollars, certified to the Secretary of the Treasury as above mentioned, being 61.13673

per cent of one hundred fifty-six thousand, six hundred eighty-one and 56/100

dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ..... STRICKEN OUT .....

..... (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county.) of ..... (Name.)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

..... the State Treasurer .....

(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... State ..... (State or county.) of ..... Oregon ..... (Name.)

of such sums as shall not together with previous payments exceed the United States prorata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.) $24,454.69

In no event shall payment or payments made by the United States be in excess of [illegible]0 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ..... Act of Sep. 9, 1921

....

....

....

....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .....

....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute making appropriation and probable amount annually available.)

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

.....

.....

(Strike out if not appropriate.)

STRICKEN OUT

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 28th day of June, 1922.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department.)

By A. M. Brook
Chairman, State Highway Commission
(Title of officer.)

By J. H. Gleon
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By .....
Member, State Highway Commission
(Title of officer.)

By .....
(Title of officer.)

By .....
(Title of officer.)

[SEAL.]

Attest: C. W. Smiley
Acting Secretary of Agriculture.

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point 1½ miles south of the south end of F. A. Project No. 4 about 11 miles from Fossil, and the west end of Federal Aid Project No. 6 locally known as the Service Creek Section of the John Day Highway from Fossil to Dayville, Wheeler County and designated in the records of this Department as Project No. 64, State of Oregon

SECOND. That in accordance with said section 6 I have approved the sum of $156,681.36 as the total estimated cost of said project, and the sum of $95,789.86 as the share of the United States, payable under said Act on account of such project, which does not exceed ~~50~~ 61.13673 per cent of said total estimated cost.

Done in the District of Columbia, this 28th day of June one thousand nine hundred and Twenty-two, as witness my hand and the seal of the Department of Agriculture.

C. W. Pugsley
Acting Secretary of Agriculture.

Ans

August 4, 1923.

County Court of Wheeler County,

Fossil, Oregon.

Gentlemen:

For your records, I am handing you herewith a copy of the executed contract between the Montague-O'Reilly Company and the State Highway Commission for the grading and surfacing of 9.7 miles and resurfacing of 1.6 miles on the Service Creek Section of the John Day Highway in Wheeler County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

MAK:HI

Form No. 39.

PF 6 X

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 26,1922., 192...

Job Name Service Creek Section

Week from July 16th to 22nd.

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 PF

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" GRADING & SURFACING "

Grading progressing about as before, everything concentrated on upper end.Bridge men have about completed pier at pioneer Creek.Crusher started to work Friday.

Showed Mr.Klein and Mr.Baldock over line 22nd.

Chainman Menhew reported here Friday night.

RECEIVED
AUG 1 1922
C W WANZER

Signed K.D.Little

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 88.

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 0.7

Miles completed except finishing 2.3

Miles covered by contractor's forces 4.0

Miles cross-sectioned 6.8

Miles cross-sections completed and checked 1.8

Miles to be remeasured ..... ?

Number men in Engineering Party 5

Contractor's average force for week ..... 75 ..... men,

50 ..... teams, 0 ..... steam shovels

Grading work will be completed about ..... Jan.1,? .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 0.0

Miles partially done 0.1

Average daily yardage placed this week ..... 11 (Total 84 Yds., only working days)

Average daily yardage necessary to complete on time 270

Contractor's average force for week ..... 19 ..... men,

1 ..... teams, 3 ..... trucks

Percentage of total required yardage now in place 0.004

Surfacing will be completed about ..... Jan.1st.

Number men in Engineering Party 5

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING CONSTRUCTION

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 35 pv ..... Percentage 65

Other jobs ..... Maintenance ..... Percentage 7

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job Name: Service Creek Section

Highway: John Day Highway

County: Wheeler Job Prefix: 35 PE

Date: July 24.1922., 192

Week from: July 23rd to 29th

Mail Address: Fossil

Telegraph or Telephone Address: "

Express and Freight Address: Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" GRADING & SURFACING "

The grading went pretty slow this week, but am informed by the Contractor that he is bringing in a small steam shovel and that when it gets here he hopes to speed up the job.

The crusher has been going fairly well during the week, however they do not have enough men in the quarry to keep it busy.

Chainman Mayhew quit on the 28th.

RECEIVED
AUG 7 1922

Signed K.D. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 0.8

Miles completed except finishing 2.4

Miles covered by contractor's forces 4.0

Miles cross-sectioned 6.9

Miles cross-sections completed and checked 1.8

Miles to be remeasured ?

Number men in Engineering Party 5

Contractor's average force for week 70 *men,* 45 *teams,* 0 *steam shovels*

Grading work will be completed about Jan.1,1923.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed 0.0

Miles partially done 1.5

Average daily yardage placed this week 110.

Average daily yardage necessary to complete on time 350

Contractor's average force for week 19 *men,* 1 *teams,* 4 *trucks*

Percentage of total required yardage now in place 0.03

Surfacing will be completed about Jan.1,1923

Number men in Engineering Party 5

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 P.F. *Percentage* 85

Other jobs Maintenance *Percentage* 15

Other jobs *Percentage*

Other jobs *Percentage*

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
JUL 24 1922
OREGON
HIGHWAY COMMISSION

Date July 17, 1922

Job Name Service Creek Section

Week from July 9th to 15th

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address Fossil

County Wheeler Job Prefix 35PE

Express and Freight Address condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading and Surfacing"

Grading progressing a little better than before, but still seems to be moving very slowly, The contractor says that it is almost impossible to get enough men to rush the work along any faster. There were about 30 more horses in the first of the week but not all of them are working due to lack of drivers.

The crusher will be rady to run about the 18th, the setup is complete with the exception of putting the buckets on the elevator. Trucks arrived here the 16th.

Masons have about completed 1 pier of bridge at Pioneer creek.

WATER

Signed K. J. Lytle

Title Res. Engr

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ..... 9.7 .....

Miles completed ..... 0.65 .....

Miles completed except finishing ..... 1.5 .....

Miles covered by contractor's forces ..... 4.0 .....

Miles cross-sectioned ..... 6.8 .....

Miles cross-sections completed and checked ..... 1.8 .....

Miles to be remeasured ..... ? .....

Number men in Engineering Party ..... 4 .....

Contractor's average force for week ..... 35 .....*men,*

..... 40 .....*teams,* ..... 0 .....*steam shovels*

Grading work will be completed about ..... Dec. 1 .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... Not Started. .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 35 PE ..... *Percentage* ..... 85 .....

Other jobs ..... Maintenance ..... *Percentage* ..... 15 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form 108-A.

Oregon State Highway Commission

F A Ore 164 Report of Rock Test

Date reported 7/11/22 Lab. No. 10774

Source Sta 1075 Field No. 2690

County Wheeler

Quantity represented unlimited Job Service Creek Section

To be used [redacted] Sampled by K D Lytle.

Specific Gravity - - - - - 2.52

Abrasion per cent wear - - 8.15

While the light colored rock of this sample shows signs of breaking up under the artificial weathering test I doubt that the disintergration from natural weathering will be serious owing to the fact that the rock splits into relatively large pieces and does not crumble.

A small percentage of this material mixed with the harder dark-colored rock of the same formation should assist, I believe, in binding the surface. I would recommend if it is necessary to use over 20% of the soft rock, that the amount of screenings be kept low, as I believe, traffic will soon make this size of material. However, the action of the rock can be more definitely ascertained as the work progresses.

CC U S Bureau of Public Roads 2
[redacted]
K D Lytle
Office

Testing Engineer.

Form 108-A.

Oregon State Highway Commission

F A Ore 464 Report of Compression Test

Date reported 7/11/22 Lab. No. 10975

Source Sta 1075 Field No. 5590

County Wheeler

Quantity represented unlimited Job Service Creek Section

To be used roadbed Sampled by K D Lytle

Specific Gravity - - - - - 2.54

Abrasion per cent wear - - 4.82

CC U S Bureau of Public Roads 2
S F Warner
K D Lytle
Office

Testing Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

July 10, 1922.

RECEIVED
JUL 11 1922
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith one copy of the agreement estimate which was used as the basis of the project agreement on Oregon Federal Aid project No. 64 (Service Creek section).

Yours very truly,

C. H. PURCELL

District Engineer.

By W. McDavis
Acting

Form No. 19.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 10, 1922., 192.....

Job Name Service Creek Section — *Week from* July 2nd *to* 8th

Mail Address Fossil

Highway John Day — *Telegraph or Telephone Address* "

County Wheeler — *Job Prefix* 35 PE — *Express and Freight Address* Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Not much accomplished during the week as most of the crew were away. Rock crusher will be ready to run in about a week.

So far the extra teams that were to be here the first of the week have not showed up, however in convereati n with the Supt. to day, he informed me that he had 110 head on the way and that they would be in here the 10th or 11th.

Th masons are here and have one pier started on the bridge at Pioneer creek.

11 th Teams has arrived

RECEIVED
JUL 17 1922
OREGON

Signed K. D. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 0.65

Miles completed except finishing 1.3

Miles covered by contractor's forces 4.0

Miles cross-sectioned 5.0

Miles cross-sections completed and checked 1.8

Miles to be remeasured ?

Number men in Engineering Party 4

Contractor's average force for week 60 *men,*

25 *teams,* 0 *steam shovels*

Grading work will be completed about Dec. 1

ROCK OR GRAVEL SURFACING

Total miles surfacing on project Not started.

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 55 PE *Percentage* 80

Other jobs 35 WA *Percentage* 20

Other jobs *Percentage*

Other jobs *Percentage*

July 6th, 1922.

Bureau of Public Roads,
Post Office Building,
PORTLAND, OREGON.

P R 64

Gentlemen:

Under separate cover we are today sending you three copies of contract, one of which is certified, for grading surfacing the Sarvice Creek Section, Oregon Federal Aid Project No. 64.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By

Office Engineer

Dic by J. W. DeCamp

AP

Form No. 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 4, 1922., 192

Job Name Service Creek

Week from June 25th to July 1

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address "

County Wheeler Job Prefix 35 pv

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" GRADING & SURFACING "

Fair progress being made on grading, Contractor expects to have about 50 more horses on the job right after the 4th.

They have the crusher about fully errected, about a week more and they will be able to run.

Job was inspected by Division Engr. the 28th.

Transitman R.C. Schott returned on 30th.

Rock samples form quarry sent in the 26th.

RECEIVED
JUL 8 1922
CHIEF ENGINEER
STATE HIGHWAY COMMISSION

NOTED

Signed C.D. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ..... 9.7 .....

Miles completed ..... 0.5 .....

Miles completed except finishing ..... 0.7 .....

Miles covered by contractor's forces ..... 5.0 .....

Miles cross-sectioned ..... 5.6 .....

Miles cross-sections completed and checked ..... 1.8 .....

Miles to be remeasured ..... ? .....

Number men in Engineering Party ..... 8 .....

Contractor's average force for week ..... 65 ..... *men,*

..... 25 ..... *teams,* ..... 0 ..... *steam shovels*

Grading work will be completed about ..... Dec. 1 .....

ROCK OR GRAVEL SURFACING

Not Started

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 35 pr ..... *Percentage* 85 .....

Other jobs ..... Maintenance ..... *Percentage* 15 .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

HERBERT NUNN
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

SALEM

July 1st, 1922

PR #64

Mr. C.W.Wanser
Division Engineer
The Dalles, Oregon

Dear Sir:

We have your letter of June 30th requesting blue prints of the typical section plan for the surfacing of the Service Creek Section.

In this connection we have to advise that it was not intended that such a plan be attached to the contract form. The Service Creek Section being a Federal Aid Project the typical surfacing plan is shown on the summary sheet of the Federal Aid plans, blue print copies of which have been supplied to you.

Yours very truly

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:VLB
cc K.D.Lytle, Fossil

HERBERT HUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

35PE - Blue Print.
File 59.

SALEM

The Dalles, Ore., June 30, 1922.

Mr. Herbert Hunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Our copy of Contract 497 does not include the blue print showing the width, crown, and cross section of the surfacing. As this surfacing is about to start we desire at this time to have a copy of the typical cross section showing the surfacing. It is also requested that you forward blue print of this to W. D. Little, at Fossil.

Yours truly,

C. W. Wanzer

C. W. Wanzer,
Division Engineer.

CWW:HL

RECEIVED
JUL 1 1922

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 26,1922. 192

Job Name Service Creek Section

Week from June 18th to 24th.

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address Fossil

County Wheeler Job Prefix 35 PE

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions from Division Engineer, changes in personnel of party, etc.:

"GRADING & SURFACING"

More progress has been made in grading than in any other week.The Contractor has established another camp. at Station 1125 and has a fair size team outfit at work, in all he has 29 teams and 70 men at work.The present plan is to consentrate all grading operation at the upper end of the job so that he can begin surfacing as soon as he has his crusher errected.

On the 24th they shot off the face of the quarry and the rock looks very poor,have informed the Division Engr.,Mr.Wanser of this fact and have requested that he make an inspection of s same before the Contractor gets his crushed set up ,as in my opinion the rock is no good.

On 22nd I sent R.C.Schott up to help Mr.Kirkwood for abdut a week.

(See back of this sheet for instructions and detailed information.)

Signed C. D. Lytle

Title Resident Engr.

cc. C. D. Lytle.

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 0.2

Miles completed except finishing 0.6

Miles covered by contractor's forces 3.0

Miles cross-sectioned 4.8

Miles cross-sections completed and checked 1.8

Miles to be remeasured ?

Number men in Engineering Party 3

Contractor's average force for week 70 *men,*

29 *teams,* 0 *steam shovels*

Grading work will be completed about Dec.1,1922.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project Not started.

Miles completed

Miles partially done 0

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

[illegible] W. Lytle.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PE *Percentage* 65

Other jobs Maintenance *Percentage* 20

Other jobs 35 WB *Percentage* 15

Other jobs *Percentage*

CR64

Letter Dated 6-21-22

To [illegible]

From [illegible]

Re P.O.4

Letter filed under File No. [illegible]

put in a lot of teams himself instead of trying to station the work.

Made an inspection of the job with the Division Engr. on the 15th.

U.S. JUN 21 1922

Signed C.J. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

cc. R. B. Lytle.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 20, 1922., 192...

Job Name Service Creek

Week from June 11th to 17th

Mail Address Fossil

Highway Wheeler John Day

Telegraph or Telephone Address Fossil

County Wheeler Job Prefix 35 P

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

GRADING & SURFACING

Contractor moved his crusher in the first of the week and has his setup pretty well started. He has also started a station gang at work on the quarry.

Grading is still going very slow but on the 16th I had a talk with Mr. Montague and he outlined, to me, a plan whereby he expected to rush this part of the work along, he now intends to put in a lot of teams himself instead of trying to station the work.

Made an inspection of the job with the Division Engr. on the 16th.

JUN 21 1922

Signed C. J. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 0.0

Miles completed except finishing 0.5

Miles covered by contractor's forces 4.5

Miles cross-sectioned 4.4

Miles cross-sections completed and checked 1.8

Miles to be remeasured ..... ?

Number men in Engineering Party 4

Contractor's average force for week ..... 40 *men,*

15 *teams,* 0 *steam shovels*

Grading work will be completed about ..... Dec. 1

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 100 Surveyed

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

10

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 35 PT *Percentage* 65

Other jobs ..... Maintenance *Percentage* 15

Other jobs ..... *Percentage* .....

Other jobs ..... 35 WB *Percentage* 10

35 WA 10

35PE - Progress.
File 58.

The Dalles, Ore., June 12, 1922.

Montague-O'Reilly Company,
11 North 6th Street,
Portland, Oregon.

Gentlemen:

We are not satisfied with the progress you are making on your work under contract 497, Service Creek Section of the John Day Highway. If better progress is not shown in the near future we will be forced to ask you to put in another plant and increase force labor and station men until a proper showing is made that we will be satisfied that this contract will be completed on time.

This section of the John Day Highway must be completed this year, as hundreds of thousands of dollars has been expended by the Highway Commission on the John Day Highway on both sides of this section, and it is practically useless to the public until your section is completed.

Please be advised that unless better progress is made that we will probably be forced to put in a State force outfit to insure the completion of this work this season, and the cost of the same will naturally be charged against you and your bondsmen.

Yours truly,

C. W. Manzer,
Division Engineer.

CWM:kl

cc. Salem
cc. K. D. Lytle.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 12, 1922., 192.....

Job Name Service Creek

Week from June 4th to 10th

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address Fossil

County Wheeler Job Prefix 35 pw

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading & Surfacing "

Nothing of importance this week, grading is progressing slowly. Contractor has his crusher moved in as far as Fossil, but untill the ground dries out some more, he will not be able to get it in on the job.

W WANZER

Signed C-D Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 0.0

Miles completed except finishing 0.5

Miles covered by contractor's forces 4.5

Miles cross-sectioned 4.0

Miles cross-sections completed and checked 1.8

Miles to be remeasured ?

Number men in Engineering Party 4

Contractor's average force for week 45 *men,*

14 *teams,* 0 *steam shovels*

Grading work will be completed about Dec. 1

ROCK OR GRAVEL SURFACING

Not Stated.

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PV *Percentage* 40

Other jobs 35 WA *Percentage* 15

Other jobs 35 WB *Percentage* 15

Other jobs 35 MA *Percentage* 30

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 4,1922., 192...

Job Name Service Creek Section

Week from May 28th to June 3,1922.

Mail Address Fossil,Ore.

Highway John Day

Telegraph or Telephone Address Fossil

County Wheeler Job Prefix 35 PE

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading and Surfacing "

Grading opperations going very slow, team gange all tied up during the week on account of being out of feed. Contractor is starting to put in foundation for his crusher. Nothin elge of importance.

C. H. WALKER

STATE HIGHWAY COMMISSION

Signed C. D. Luttes

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 0.0

Miles completed except finishing 0.3

Miles covered by contractor's forces 4.5

Miles cross-sectioned 3.5

Miles cross-sections completed and checked 1.6

Miles to be remeasured ?

Number men in Engineering Party 4

Contractor's average force for week 50 *men,*

10 *teams,* *steam shovels*

Grading work will be completed about Dec. 1, 1922

ROCK OR GRAVEL SURFACING

Total miles surfacing on project Not started.

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PE *Percentage* 85

Other jobs Maintenance *Percentage* 15

Other jobs *Percentage*

Other jobs *Percentage*

Form 103-A.

Oregon State Highway Commission

F A Ore 966 Report of Rock Test

Date reported 6/3/32 Lab. No. 10338

Source Station 1075 Field No. 3509

County Wasco

Quantity represented 25,000 yds Job Service Cr Section

To be used Macadam Sampled by K D Lytle

Specific Gravity - - - - - 2.57

Abrasion per cent wear - - 4.5

Material as represented by this sample is suitable for use in macadam.

U S Bureau of Public Roads 2
Co C P Manser
K D Lytle
Office

Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 30,1922., 192.....

Job Name Service Creek — Week from May21 to 27th,1922.

Mail Address Fossil

Highway John Day — Telegraph or Telephone Address Fossil

County Wheeler — Job Prefix 35PE — Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

" Grading and Surfacing"

Not very much progress being made on grading.

We have prospected several quarry sites and have sent in samples of the best site.This quarry is down at Sta.1076,the rock at this place seems to be better than the rock higher up the creek. As soon as we get returns from the test the contractor will start to erect his plant.

Moverd our camp out on Service Creek this week.

RECEIVED
JUN 1 1922
OREGON
STATE ...

Signed K. J. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 0.0

Miles completed except finishing 0.2

Miles covered by contractor's forces 4.5

Miles cross-sectioned 3.3

Miles cross-sections completed and checked 1.6

Miles to be remeasured 1

Number men in Engineering Party 4

Contractor's average force for week 35 *men,*

2 *teams,* ..... *steam shovels*

Grading work will be completed about Dec. 1

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PE *Percentage* 50

Other jobs Maintenance *Percentage* 15

Other jobs 35 WB *Percentage* 35

Other jobs ..... *Percentage* .....

May 18, 1932

Mr. J. S. Yeon,
State Highway Commissioner,
1526 Yeon Building,
Portland, Oregon.

Ole Singer
Glad we got this back?
Rark.
Rec'd Parcels
May 20 - 32

Dear Mr. Yeon:

I am handing you herewith federal aid project agreement No. 44, which covers the construction of the Service Creek Section of the John Day Highway from Fossil to Mayville in Wheeler County.

This is a project which has been previously approved by the Commission and the contract let. The purpose of the agreement enclosed herewith is to complete the record on this project. After you have signed it please forward direct to Mr. Barratt for his signature.

Very truly yours,

Secretary.

MAK:LM
Encls.

FROM THE STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

May 22, 1922. 192

Service Creek section June 1, 1922 night to 20th

Postal

Mentzer-O'Reilly Company,
11 N. Sixth Street,
Portland, Oregon.

Gentlemen:

We wish to call your attention to the slow progress being made on the Service Creek Section of the John Day Highway for which you have the contract, and request that you increase your forces to such extent as will insure completion of the contract within the time specified.

Respectfully yours,

State Highway Engineer.

CUK:LM

cc. C. V. Wanser, Division Engineer, The Dalles, Oregon.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 22,1922., 192

Job Name Service Creek Section — Week from May 14ht to 20th

Mail Address Fossil

Highway John Day — Telegraph or Telephone Address "

County Wheeler — Job Prefix 35 PE — Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Grading & Surfacing.

The work is progressing as well as could be expected considering the number of men that the contractor has working, the station gang at the top of the hill is doing fine work but the other crews do not seem to be getting as much done. The contractor has had an average of about 35 menworking.

They opened up the upper quarry site and the rock did not show up very good, so we will have to look for an ther site, which I think we will be able to find down the hill about 1/2 mile. The crusher is now over at Condon.

RECEIVED
MAY 27 1922
OREGON
STATE HIGHWAY COMMISSION

OK

C. W. WANZER
ANSWERED
C. W. WANZER

Signed K. J. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 917

Miles completed 0.0

Miles completed except finishing 0.1

Miles covered by contractor's forces 4.5

Miles cross-sectioned 3.0

Miles cross-sections completed and checked 2.6

Miles to be remeasured ?

Number men in Engineering Party 4

Contractor's average force for week 35 *men,*

2 *teams,* *steam shovels*

Grading work will be completed about Dec. 1

ROCK OR GRAVEL SURFACING

Not started. 11.3

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Averaye daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PE *Percentage* 70

Other jobs 35 WB *Percentage* 30

Other jobs *Percentage*

Other jobs *Percentage*

May 25, 1928

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

I am handing you herewith copies of executed project agreement for Oregon federal aid project No. 64, more definitely described as the Service Creek Section of the John Day Highway in Wheeler County.

After the agreement has been signed by the Secretary of Agriculture we would be pleased to have you return one copy for our files as has been your usual custom.

Very truly yours,

Secretary.

NAK:EM
Encls.

Pf 64

May 24, 1922.

25 PE

Montague-O'Reilly Co.,
11 East 6th Street,
Portland, Oregon.

Gentlemen:

I am handing you herewith estimate No. 1 on contract No. 497, in amount $276.85. This is fifty per cent of the total amount of the estimate, which is payable by Wheeler County.

This voucher should be executed in the usual manner and forwarded to the County Clerk for payment. The duplicate copy you may retain for your own files.

Very truly yours,

Secretary.

RAK;HI

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.

IN YOUR REPLY REFER TO

POST OFFICE BUILDING,
PORTLAND, OREG.

May 16, 1922.

P. 2. 64

Mr. R. A. Booth, Chairman,
State Highway Commission,
c/o Booth-Kelly Lumber Co.,
Eugene, Oregon.

Dear Sir:

I am handing you herewith three copies of project agreement for Oregon Project No. 64, which is the Service Creek Section of the John Day Highway in Wheeler County. This is in accord with our previous arrangement when the project was ordered advertised.

This appears to be the standard form of agreement and it is recommended that the Commission approve the same. When you have signed, will you please forward it to Mr. Yeon, requesting him in turn to forward it to Mr. Barratt.

Very truly yours,

Secretary.

HAK:HI

Rec'd signed by Booth only 5-18-22

...ATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

...LEASE
...ER TO FILE No.....

POST OFFICE BUILDING,
PORTLAND, OREG.

May 15th, 1922.

RECEIVED
MAY 16 1922
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed are three copies of project agreement for Oregon Project No. 64, for the signature of the State Officials.

Yours very truly,

C. H. Purcell

District Engineer.

Enclosures

66 66

May 15, 1928

Montague-O'Reilly Company,
11 N. 6th Street,
Portland, Oregon.

Gentlemen:

I am handing you herewith copy of the executed contract for the construction of the Service Creek Section of the John Day Highway in Wheeler County, our contract No. 407.

Very truly yours,

Secretary.

BAK:LM
1 Encl.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
MAY 18 1922
OREGON
STATE HIGHWAY COMMISSION

Date May 15, 1922., 192...

Job Name Service Creek — Week from May 7th to May 13th

Mail Address Fossil

Highway John Day — Telegraph or Telephone Address

County Wheeler — Job Prefix 35 FE — Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has considerable of his clearing done and 2 of the station gangs have started to move dirt. The following is a list of the stations that the contractor has sublet and the number of men in each gang.

1002-1080	17 men Austrian Station gang.
1002-1152	3 Men Small team gang
1152 -1195	2 " " " "
1300-1395	7 " Greek Station Gang
1395-1431	1 Man with small team gang
1431-1496	7 men Austrian station gang.

The remainder of the work is not covered. The superintendent informs me that the above listed station gangs will put on a larger force in the near future. As things look now this job is bound to run 5 or 6 months over the time limit. The team work is sub-let to local men who do not have much of an idea of work and they will either drag out the work and hold up the surfacing or else throw up the job. In my opinion there is only one real gang on the job, the rest can be classed as jippoes.

Signed K. D. Lytle

Title Res Engr.

(See back of this sheet for instructions and detailed information.)

EPA RTI

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed None

Miles completed except finishing None

Miles covered by contractor's forces 4.5

Miles cross-sectioned 2.5

Miles cross-sections completed and checked 1.5

Miles to be remeasured 2

Number men in Engineering Party 4

Contractor's average force for week 40 *men,*

2 *teams,* 0 *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Nothing started.

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 [illegible] *Percentage* 85

Other jobs 35 WB *Percentage* 15

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 2,1922., 192.....

Job Name Service Creek — Week from Apr.23 to 29th,1922.

Mail Address Fossil

Highway John Day — Telegraph or Telephone Address Fossil

County Wheeler — Job Prefix 35 PE — Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The party has spent the entire week re-establishing center line and x-sectioning.

The contractor set up a couple of camps and expects to begin clearing about the 3rd of May. He tells me that he has stationed about 3 1/2 miles of the work.

RECEIVED
MAY 10 1922
OREGON
STATE HIGHWAY COMMISSION

Signed C. J. Lytle

Resident Engr.

Title

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 9.7

Miles completed 0.0

Miles completed except finishing 0.0

Miles covered by contractor's forces 0.0

Miles cross-sectioned 1.9

Miles cross-sections completed and checked 0.0

Miles to be remeasured 1

Number men in Engineering Party 4

Contractor's average force for week 8 *men,*

2 *teams,* 0 *steam shovels*

Grading work will be completed about Oct. 1, 1922.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.3

Miles completed No work done.

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

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SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 35 PE-100% *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

May 1st, 1922.

Mr. C. W. Wanser,
Division Engineer,
The Dalles, Oregon.

File PH 64

Dear Sir:

On the structure plans for bridges on the Service Creek Section, Federal Aid Project 206, it is noted that the width of roadway is shown as being either 18 or 20 feet.

These structures should be built with an 18 foot roadway.

Yours very truly,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Dic. by J.W. DeCoux
CMC

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date April 24,1922., 192

Job Name Sarvice Creek Section

Week from Apr.16 th to Apr.22nd.

Mail Address Fossil

Highway John Day

Telegraph or Telephone Address Fossil

County Wheeler Job Prefix 35 FE

Express and Freight Address Condon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

We started work on this job on the 17th,have been tying out points and running check levels the entire week,will start x-sect. the first of this week.

Contractor is now at work making camp,he has been delayed on account of the bad roads making it impossible to get in his lumber.Active operations should start the last of the week.

Instructed contractor that we would expect him to start surfacing on the portion that is already graded as soon as the grade dried out.

RECEIVED
APR 27 1922
OREGON
STATE HIGHWAY COMMISSION

Signed L. D. Lytle

Title Resident Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ..... 9.7 .....

Miles completed ..... 0.0 .....

Miles completed except finishing ..... 0.0 .....

Miles covered by contractor's forces ..... 0.0 .....

Miles cross-sectioned ..... 0.0 .....

Miles cross-sections completed and checked 0.0

Miles to be remeasured ..... 1 .....

Number men in Engineering Party ..... 4 .....

Contractor's average force for week ..... 4 *men,*

..... 0 *teams,* ..... 0 ..... *steam shovels*

Grading work will be completed about ..... Oct. 31, 1922. .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ..... 11.3 .....

Miles completed ..... 0.0 .....

Miles partially done ..... 0.0 .....

Average daily yardage placed this week ..... 0.0 .....

Average daily yardage necessary to complete on time ..... 180 .....

Contractor's average force for week ..... 0 ..... *men,*

..... 0 ..... *teams,* ..... 0 ..... *trucks*

Percentage of total required yardage now in place ..... 0.0 .....

Surfacing will be completed about ..... Oct. 31, 1922. .....

Number men in Engineering Party ..... 4 .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number days worked on this project .....

Number men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* .... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 36 P7 ..... *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

FORM 2A 1926-1-28

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PRL4

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

Fossil, Ore. April 28, 1922.

36 PE-Profile

Mr. Herbert Munn,
State Highway Engr.,
Salem, Ore. Attention Mr. Probert.

Dear Sir:-

If you have any extra profiles of the Service Creek Section of the John Day Highway, I wish that you would please send me about 3 copies. The contractor wishes two for his own use and I would like to have another one for my-self.

Respectfully,
C. D. Fyfe
Resident Engr.

Asst to Plans

Dept 36 Jm

APR 28 1922

BUREAU OF PUBLIC ROADS.

POST OFFICE BUILDING,

April 22nd, 1922

Mr. K.D. Lytle,
Resident Engineer,
Fossil, Oregon.

PR #6

Dear Sir: are today forwarding, with our recommendation for

We are in receipt of your letter of April 20th, stating that the field notes for the Service Creek Section were not received along with the platted cross section sheets.

I have made inquiry of the party who mailed these out to you, and they state that they are positive that the notes were included, having been rolled in with the cross section sheets. We believe that if you will shake these sheets out or go through them sheet by sheet, you will be able to locate the notes; if not, kindly advise further.

Yours very truly,

HERBERT BUNN.
State Highway Engineer,

By
Office Engineer.

SHP:CHC

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

Sawvie Creek
PR #64

April 21, 1922.

POST OFFICE BUILDING,
PORTLAND, OREG.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are today forwarding, with our recommendation for approval as of March 30, 1922, the plans, specifications and estimate for Oregon Federal Aid project No. 64.

You are hereby authorized to claim payment for all work done on this project subsequent to the date of recommendation: Provided, however, that such authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer, and also that no payment on such work done prior to the execution of the project agreement will be made until, and unless, the agreement is finally executed.

Yours very truly,

C. H. Purcell
District Engineer

By _____
Acting

FORM 2A 10M-1-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]EON, PORTLAND
[illegible] BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

35 PE-Field Notes

Fossil, Ore. April 21, 1922.

PR#6J

Mr. Herbert Nunn,
State Highway Engr.,
Salem, Ore. Attention Mr. Probert.

Dear Sir,

I beg to advise that we received, this morning, the field notes for the Service Creek Section of the John Day Highway.

Respectfully,
E. B. Lytle
Resident Engr.

RECEIVED
APR 24 1922
OREGON
STATE HIGHWAY COMMISSION

FORM 6A 10M-1-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
[illegible] BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

~~55 P.F.~~ Notes. SALEM

PR#64

Fossil, Ore. April 20, 1922.

APR 22 1922

Mr. Herbert Nunn,
State Highway Engr.,
Salem, Ore. Attention Mr. S. H. Probert.

Dear Sir:-

Refering to your letter of the 17 inst., in regard to shipment of cross section tracings and field notes for the Sarvice Creek Section of the John Day Highway.

We received, by express, this morning, the cross section tracings but were unable to find any field notes among them. Will you please advise if they were shipped in a seperate package or were overlooked.

Respectfully,

C. H. Lytle
Resident Engr.

Small book of notes were rolled up with X sections. They were missed when unrolled.

April 17, 1922

Mr. K.D.Lytle
Fossil, Oregon

PR #64

Dear Sir:

In accordance with your letter of April 14th we are, today, sending to you, by express, the field notes and cross section tracings for the Sarvice Creek Section of the John Day Highway.

Very truly yours,

HERBERT HUNN
State Highway Engineer
BY

SHP:VLB

Office Engineer

HERBERT NUNN
STATE HIGHWAY ENGINEER

...GON STATE HIGHWAY COMMISSION

SALEM

Fossil,Ore.April.14,1922.

Mr.Herbert Nunn,
State Highway Engr.,
Salem,Ore.

RECEIVED
APR 17 1922
OREGON
STATE HIGHWAY COMMISSION

Attention Mr.S.H.Probert.

Dear Sir,

Will you please send me the field notes and the peliminary cross-sections for the Service Creek Section of the John Day Highway.

Respectfully,

K.D. Lytle

Resident Engr.

Express Office
Field Notes (all)
Cross Sections

PA 6.3c

April 11, 1923

Montague-O'Reilly Company,
11 N. 4th Street,
Portland, Oregon.

Gentlemen:

I am handing you herewith four copies of the contract for the grading and surfacing of the Service Creek Section of the John Day Highway in Wheeler County, our contract No. 497, which was awarded to you at a recent meeting of the Highway Commission.

Please execute all four copies of the contract and bond and when this has been done we will be pleased to furnish you one copy for your files and one copy for the surety on the bond.

It is suggested, if you can find it convenient to do so, that you return these contracts to the Commission at the meeting in Portland on April 14th and 15th and they would be executed in behalf of the Commission on those dates and would save some time in completing the execution of the contracts.

Very truly yours,

Secretary.

RAK:LM
Encls.

April 1, 1922

File: F. H. 64

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for project agreement on the Service Creek Section, Oregon Federal Aid project No. 64.

Very truly yours,

HERBERT HUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSousa.
LM
Encls.

OREGON STATE HIGHWAY DEPARTMENT — Project No. 64

Service Creek Section of the John Day Highway in Wheeler County.
(Estimate as basis for project agreement. Based on Contract Prices.)

9.70 miles of grading. — Salem, Oregon, March 27, 1933.

All Required				
56,500	Cu. Yds.	Clearing & Grubbing		6,500.00
58,000	" "	Common Excavation	.57	33,060.00
24,000	Stn. Yds.	Solid Rock Excavation	1.09	41,480.00
1,000	Lin. Ft.	Overhaul	.04	960.00
1,550	Lin. Ft.	12" Corr. Galv. Iron Pipe	1.50	2,100.00
600	" "	18" " " " "	2.40	3,720.00
87	" "	24" " " " "	3.40	1,560.00
		Siphon Pipe	3.80	102.60
150	" "	36" Corr. Galv. Iron Pipe	6.00	900.00
320	Cu. Yds.	Rubble Masonry	10.00	3,200.00
250	Lin. Ft.	24" Metal Flume (Force Acct)	3.50	875.00
100	Cu. Yds.	Rip Rap	4.00	400.00
1	M-FBM	Lumber for Flume (Force Acct)	125.00	125.00
17,500	Cu. Yds.	Surfacing	2.40	42,000.00
1,500	" "	Filler	.40	600.00
				136,467.60

Bridges

21	M-FBM	Lumber & Timber	70.00	1,470.00
350	Cu. Yds.	Rubble Masonry	10.00	3,500.00
500	" "	Excavation	1.50	750.00
100	" "	Excav. below plan elev.	2.50	250.00
				5,970.00

Sub-total for project	142,437.60
10% Engr. & Cont.	14,243.76
	156,681.36

Cost per mile $16,152.71

State Funds Available - $60,891.50
Federal Aid Requested - 95,789.86
156,681.36

Federal Aid Recommended - - - - - - - - - - - - - - - -

OREGON STATE HIGHWAY DEPARTMENT — Project No. 64

Sarvice Creek Section of the John Day Highway
in Wheeler County.
(Estimate as basis for project agreement. Based
on Contract Prices.)

9.70 miles of grading. — Salem, Oregon, March 27, 1922.

All Required		Clearing & Grubbing		6,500.00
56,500	Cu. Yds.	Common Excavation	.57	32,205.00
38,000	" "	Solid Rock Excavation	1.09	41,420.00
24,000	Sta. Yds.	Overhaul	.04	960.00
1,400	Lin. Ft.	12" Corr. Galv. Iron Pipe	1.50	2,100.00
1,550	Lin. Ft.	18" " " " "	2.40	3,720.00
400	" "	24" " " " "	3.40	1,360.00
27	" "	24" " " " Siphon Pipe	3.80	102.60
150	" "	36" Corr. Galv. Iron Pipe	6.00	900.00
320	Cu. Yds.	Rubble Masonry	10.00	3,200.00
250	Lin. Ft.	24" Metal Flume (Force Acct)	3.50	875.00
100	Cu. Yds.	Rip Rap	4.00	400.00
1	M-FBM	Lumber for Flume (Force Acct)	125.00	125.00
17,500	Cu. Yds.	Surfacing	2.40	42,000.00
1,500	" "	Filler	.40	600.00
				136,457.60

Bridges

21	M-FBM	Lumber & Timber	70.00	1,470.00
350	Cu. Yds.	Rubble Masonry	10.00	3,500.00
500	" "	Excavation	1.50	750.00
100	" "	Excav. below plan elev.	2.50	250.00
				5,970.00
		Sub-total for project		142,427.60
		10% Engr. & Cont.		14,243.76
				156,681.36

Cost per mile $16,152.71

State Funds Available - $60,891.50
Federal Aid Requested - 95,789.86
156,681.36

Federal Aid Recommended - - - - - - - - - - - - - - -

March 29, 1922

County Court of Wheeler County,
Fossil, Oregon.

Gentlemen:

At the meeting of the Highway Commission on March 23rd, 1922, bids were received for the construction of the Service Creek Section of the John Day River Highway in your county.

This project includes 1.6 miles of resurfacing on the north end of the project and the grading and surfacing of 9.7 miles. The low bid was received from the Montague-O'Reilley Company and the award was made on the basis of $154,360.10, this being a reduction of $1,990.00 on their bid.

You will understand, of course, that there may be an underrun or overrun in the final figures as this is based on the estimated quantities with no allowance for contingencies.

I am enclosing four copies of a resolution which I would be pleased to have you adopt for the purpose of record, pledging, on behalf of Wheeler County, 50-50 cooperation on the cost of this project. Please enter this resolution in your records and forward to us all four copies, signed, so that we may attach them to the contract and we will then be pleased to return to you a copy of the contract with the signatures of the contractors and members of the State Highway Commission for your records.

If the right of way on this project has not yet been secured I trust that you will secure it at once so that there may be no delay in the prosecution of the work.

I am enclosing herewith a tabulation of the bids which were received.

Very truly yours,

Secretary.

RAK:LM
Encls.
cc. J. H. Scott, Division Engineer, The Dalles, Oregon.

OREGON STATE HIGHWAY COMMISSION

March 24, 1922

Mr. J.H.Scott
Division Engineer
The Dalles, Oregon

File PR No.64

Dear Sir:

Complying with your request of the 20th inst. we have assigned prefix 35 PR to the grading and surfacing of the Service Creek Section of the John Day Highway in Wheeler County, post road project No.64.

Very truly yours,

HERBERT NUNN

State Highway Engineer

By

Dic. by H.B.Glaisyer — Office Engineer
VLB

HERBERT NUHN
STATE HIGHWAY ENGINEER

ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 22 1922
OREGON
STATE HIGHWAY COMMISSION

PR #64

Per R. L. Wright

35 PE

ANSWERED
H. B. O.

March 22nd, 1922.

Mr. K. D. Lytle,
Resident Engineer,
Fossil, Oregon.

Dear Sir:

In accordance with request received from Mr. Scott, we are today forwarding you, under separate cover, original 100' scale map and profile on the Service Creek Section of the John Day Highway, in Wheeler County.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Dic. by J.W. DeSousa — Office Engineer.
GHC
CC to J.H. Scott.

HERBERT NUNN
STATE HIGHWAY ENGINEER

...Y AND ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 21 1922
OREGON
STATE HIGHWAY COMMISSION

, 192.

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,

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Dear Sir:

(1) ... to ...
... 1 ... to ... road
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t ... to ... 1 ... to ... small.

... to ... to ... to ...
... to ... to ... to ...
... to ... to ... to ...

March 10th, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PR 64

Dear Sir:

Reference is made to your letter of the 8th instant requesting that we send you two blue print copies of Sheet 2 of the plans on the Sarvice Creek Section, Oregon Federal Aid Project No. 64.

As a minor change was made in the surfacing section when sending plans out to the contractors, we are sending you, under separate cover, four blue prints instead of two.

Yours very truly,

HERBERT NUNN.
State Highway Engineer,

By

Office Engineer.

Dic. by J.W.DeSousa
GMC

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

March 8, 1922.

O-64

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of four blue prints of sheet No.2, Sarvice Creek Section of the John Day Highway, Oregon F. A. P. #64, showing revised sections as requested by this office.

As it was necessary to forward two of these prints with our letter to the Regional Office, we are requesting two additional prints of this sheet for attaching to the plans.

Very truly yours,

C. H. PURCELL, District Engineer,

By L J McKesson
Acting.

RECEIVED
MAR 10 1922
OREGON
STATE HIGHWAY COMMISSION

March 10th, 1922.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

FR 64

Dear Sir:

We are today in receipt of a letter from the Bureau of Public Roads relative to the Service Creek Section, Oregon Federal Aid Project No. 64, from which we quote you as follows:

"Between Stations 1190 and 1198 is a short piece of adverse grade which should be eliminated by means of raising the grade in the fill and lowering in the cut.

"There are also two sharp curves which should be changed. One is a 36 deg. curve between Stations 1048 + 85.6 and 1050 + 33.8, and the other a 40 deg. curve from Station 1224 + 71.6 to 1225 + 96. These are all minor changes and can be made during construction.

"Will you kindly refer these suggested changes to your engineer, and advise us of such changes as may be made."

Will you kindly investigate these proposed changes and advise us regarding your conclusions as to whether or not they should be made.

It is our policy to accede to requests of this sort made by the Bureau of Public Roads unless it would develop that, in the opinion of the Division Engineer, the expense of making the changes would not be justified.

Yours very truly,

HERBERT [illegible],
State Highway Engineer.

By

Office Engineer.

Dic. by J.W. DeSousa
CHO

C 6

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

YOUR REPLY PLEASE

REFER TO FILE No.------
Ore. 64

POST OFFICE BUILDING,
PORTLAND, OREG.

March 9, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Plans for Oregon F.A.Project No.64 have been received, and a field inspection made.

Between Stations 1190 and 1195 is a short piece of adverse grade which should be eliminated by means of raising the grade in the fill and lowering in the cut.

There are also two sharp curves which should be changed. One is a 36° curve between Stations 1048+85.6 and 1050+33.8, and the other a 40° curve from Station 1224+71.6 to 1225+94. These are all minor changes and can be made during construction.

Will you kindly refer these suggested changes to your engineer, and advise us of such changes as may be made?

Very truly yours,

C. H. PURCELL, District Engineer,

By _____
Acting.

RECEIVED
MAR 10 1922
STATE ... COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.-----
Ore. 64

RECEIVED
MAR 3 - 1922
STATE HIGHWAY ENGINEER

POST OFFICE BUILDING,
PORTLAND, OREG.

March 2, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are in receipt of advice from the Regional Office that interim project statement has been forwarded to Washington. However, before forwarding, the following slight changes were made in order that these items would conform with the remaining information:

Page 1, No. 3. Points of beginning and ending, "1½ miles from south end of P.R.Project No. 4 to the north end of P.R. Project No.6".

Page 2, No. 5. Changed 11.2 to 9.71.

Page 2, No. 11. Inserted words, "and other" after P.R.Project No. 4.

Please change your copy of the P roject Statement to conform to the above changes.

Very truly yours,

C. H. PURCELL, District Engineer,

By [signature]
Acting.

February 21st,1928

PR #64

Mr.C.H.Purcell, Dist.Engr.,
Bureau of Public Roads,
Post Office Bldg.,
Portland,Oregon.

Dear Sir:-

Confirming our conversation with you by phone, we have to advise that your recommendation, that the width of roadbed in through fill on the Service Creek Project be increased to 20 feet, is acceptable to us.

Revised typical cross section sheets, providing for this change in plan are going forward to you, under separate cover.

Yours very truly,

HERBERT HUNT

State Highway Engineer.

By

Office Engineer.

SHP.HL

February 4th, 1922.

Mr. O. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File PR 64

Dear Sir:

Herewith we are enclosing six copies of estimate to accompany plans, and six copies of special provisions for the Service Creek Section, Oregon Federal Aid Project No. 64.

The estimate has been revised to include the surfacing of the entire project.

The special provisions have been revised to cover the surfacing of the entire project and to provide a 1½" maximum size of materials for surfacing. You will probably note that we have changed our specification regarding materials. This is occasioned by the fact that the extension of the surfacing will probably involve the use of material from some sources upon which we do not have definite tests at the present time. On this account it has been deemed advisable to specify the maximum permissible loss, abrasion and permit the contractor to secure his materials from such of the listed sources as he may choose.

We are also sending you under separate cover four blue prints each of sheets 1 and 2 of the plans. These have been corrected to provide for the surfacing of the entire Federal Aid section.

Yours very truly,

HERBERT HUNT,
State Highway Engineer,

By

Office Engineer.

Dictated by J.W. DeSouza
GHF

Encls

Oregon State Highway Department — Federal Aid Project No. 64.

SARVICE CREEK SECTION OF THE JOHN DAY HIGHWAY
IN WHEELER COUNTY.

(Estimate to Accompany Plans. Not as Basis for Project Agreement)

9.70 miles of Grading — Salem, Oregon, February 4, 1921.

All Required		Clearing and Grubbing		6,500.00
56,500	Cu. Yds.	Common Excavation	.45	25,425.00
38,000	" "	Solid Rock "	1.00	38,000.00
24,000	Sta. Yds.	Overhaul	.05	1,200.00
1,400	Lin. Ft.	12" Culvert Pipe	2.00	2,800.00
1,550	" "	18" " "	2.50	3,875.00
400	" "	24" " "	3.50	1,400.00
150	" "	36" " "	6.00	900.00
27	" "	24" Siphon Pipe	4.00	108.00
320	Cu. Yds.	Rubble Masonry	15.00	4,800.00
250	Lin. Ft.	24" Metal Flume (Force Acc't)	3.50	875.00
100	Cu. Yds.	Rip Rap	7.50	750.00
1	M-FBM	Lumber for Flume (Force Acc't)	125.00	125.00
17,500	Cu. Yds.	Surfacing	2.25	39,375.00
1,500	" "	Filler	.50	750.00
				126,883.00

BRIDGES

21	M-FBM	Lumber & Timber	60.00	1,260.00
350	Cu. Yds.	Rubble Masonry	15.00	5,250.00
500	" "	Excavation	2.50	1,250.00
100	" "	Excav. below plan Elev.	5.00	500.00
				8,260.00

Sub-Total for project	135,143.00
10% Engr. & Cont.	13,514.30
Total	$ 148,657.30

Cost per mile $15,325.49

State Funds Available	$57,773.09
Federal Aid Requested	90,884.21
	$148,657.30

OREGON STATE HIGHWAY COMMISSION

February 1st, 1922

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File FR 84

Dear Sir:

Herewith we are enclosing four copies each of project statement, certificate, sketch map and route map on the Service Creek Section of the John Day Highway, in Wheeler County. We have assigned No. 84 to this project.

You will note that the first copy of the statement has been signed by all three of the commissioners, while the second and third copies have been signed by but two members.

Only three copies were sent to the Commission for execution and the fourth copy, which we presume you will retain for your files, contains the typewritten signatures in accordance with the first copy.

Yours very truly,

KENNETH FLETCHER,
State Highway Engineer,

By

Office Engineer.

Dictated by J.W.DeCamp
CHC
Encls.

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
W. M. HARRATT, HEPPNER
} COMMISSIONER

A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUHN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF R. A. BOOTH, CHAIRMAN

EUGENE, OREGON

January 31, 1922

Mr.R.A.Klein,

Salem,Ore.

Dear Mr.Klein:

Herein project 64 - Sarvice Creek Section of the John Day Highway - which has been signed in duplicate by Mr.Booth.

Yours truly,

E. N. Dain

Secretary to Mr.Booth

d

RECEIVED
FEB 1 1922
STATE HIGHWAY ENGINEER

January 30, 1928

Mr. R. A. Booth, Chairman,
State Highway Commission,
c/o Booth-Kelley Lumber Co.
Eugene, Oregon.

Dear Mr. Booth:

In executing the project statement for Oregon Federal Aid project, No. 64, which is the Service Creek Section of the John Day River Highway, it was found that these two copies were signed only by Mr. Barratt.

Would thank you to sign and return direct to this office, at your convenience.

Very truly yours,

Secretary.

RAK:LM
encls.

January 24, 1922

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PB-44

Dear Sir:

Under separate cover we are today sending you four blue print sets of plans, and one blue print set of cross-sections on the Barrier Creek Section, to which we have assigned Project No. 44. We are enclosing herewith the following exhibits:-

Item	No. Copies
Estimate to Accompany Plans	6
Analysis of Surfacing Cost	6
Standard Siphon Plans	4
Special Provisions	6

The project statements on this section are now out for signature by the Highway Commission and will be forwarded to you as soon as they are received.

We are sending the plans, etc., at this time in order that you will have the advantage of saving time on their inspection by your office.

Very truly yours,

[redacted],
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeYoung.
EFH
Enc.

Oregon State Highway Department — Federal Aid Project No. 64

Sarvice Creek Section of the John Day Highway
in Wheeler County.

(Estimate to accompany plans. Not as basis for project agreement.)

9.70 mi. Grad. Sta. 1002 to 1515
7.14 " Surf. Sta. 1002 to 1379

Salem, Oregon, January 21, 1921.

All Required		Clearing and Grubbing	.--	$ 6,500.00
56,500	Cu. Yds.	Common Excavation	.45	25,425.00
38,000	" "	Solid Rock	1.00	38,000.00
24,000	Sta. Yds.	Overhaul	.05	1,200.00
1,400	Lin. Ft.	12" Culvert Pipe	2.00	2,800.00
1,550	" "	18" " "	2.50	3,875.00
400	" "	24" " "	3.50	1,400.00
150	" "	36" " "	6.00	900.00
27	" "	24" Siphon Pipe	4.00	108.00
320	Cu. Yds.	Rubble Masonry (Force Account)	15.00	4,800.00
250	Lin. Ft.	24" Metal Flume (Force Account)	3.50	875.00
100	Cu. Yds.	Rip Rap	7.50	750.00
1	M-FBM	Lumber for Flume (Force Account)	125.00	125.00
13,500	Cu. Yds.	Surfacing	2.25	30,375.00
1,000	" "	Filler	.50	500.00
				$117,633.00

Bridges				
21	M-FBM	Lumber & Timber	60.00	1,260.00
350	Cu. Yds.	Rubble Masonry	15.00	5,250.00
500	" "	Excavation	2.50	1,250.00
100	" "	Excav. below plan elevations	5.00	500.00
				8,260.00

Sub-Total for project	$125,893.00
10% Engr. & Cont.	12,589.30
Total	$138,482.30

Cost per mile $14,276.52

State Funds Available	$ 55,392.92
Federal Aid Requested	83,089.38
	$138,482.30

OREGON STATE HIGHWAY COMMISSION
SALEM

SARVICE CREEK SECTION OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY.
OREGON FEDERAL AID PROJECT NO. 64.

Analysis of Estimated Cost of Surfacing.

Salem, Oregon, Jan. 20, 1922.

Quarrying, Crushing & Screening Materials ...	1.27
Hauling (Av. 1.56 mi. @ 25¢).....	.39
Preparation of sub-grade.....	.06
Spreading.....	.06
Rolling.....	.13
	1.91
Profit.....	.30
Estimated bid price.....	$2.25

FORM 2A 1GU-10-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
[illegible] B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

~~Salem, Oregon.~~ SALEM
File 50. The Dalles, Ore., Jan. 16, 1922.

PR 6 4

Mr. [illegible] Robert [illegible],
State [illegible] Engineer,
Salem, Oregon.

RECEIVED
JAN 17 1922
HIGHWAY ENGINEER

Attention Mr. Probert.

Dear Sir:

In reply to your letter of January 12th, File [illegible] 64, we cannot find in this office any maps or profiles of the section referred to, Service Creek-Summit, which was surfaced during 1919. The original maps were sent in with the survey of the Service Creek section some time ago, and these are all that we can find any record of, as this work was done previously to the time it was taken into this Division.

Yours truly,

J. H. Scott

J. H. Scott,
Division Engineer.

JHS:Hl

E.N.D.

January 18th
1922

Mr. J. H. Scott,
Division Engineer,
The Dalles, Ore.

File - FR 64

Dear Sir:

For the purpose of the preparation of Federal Aid plans, will you kindly furnish us with map and profile of the Service Creek-Summit Section which was surfaced during 1919, and which it is proposed to re-surface under the present project.

We find in this office the original location map of the section, but we are not sure that this represents the actual constructed alignment. No profiles whatever are in our files, and we cannot find any record of a profile having been submitted with the final surfacing notes.

We would thank you to give this your early attention.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By
Office Engineer.

Dictated by J.W.DeJoung
CHN

PR 6

December 31, 1921.

124

Mr. W. B. Barratt,
State Highway Commissioner,
Heppner, Oregon.

Dear Sir:

I am handing you project statements for Oregon Projects No. 61 and No. 64, for your approval.

You will recall that these projects were tentatively agreed upon as Federal Aid projects at a previous meeting. The project statements have been sent to you in triplicate and you will find also a certificate in triplicate for each project, setting out that this project is a part of the primary or secondary system of highways which it is expected to include in the Federal highway map.

After you have signed these project statements, it is requested that you forward them to Mr. Yeon, requesting that he forward them to Mr. Booth.

Very truly yours,

Secretary.

RAM:HI

CONTRACT #499
SEE:
CONTRACT #470

39

CONTRACT #510

PR 61 Canyonville-Galesville 1922-1924

510 Folder # 2

Pg 61

June 3, 1924.

Mr. Binger Hermann,
115 East Mosher Street,
Roseburg, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of the 30th ultimo, requesting information on a section of the Pacific Highway in Douglas County.

We judge that the section to which you refer is the section between Canyonville and Galesville. This section is 11.1 miles in length, and has required the expenditure of $771,284.18 for grading, bridges, surfacing and paving. Of this amount, the State expended $436,514.38, Douglas County $23,000.00, and the Federal Government $311,769.80. The cost of the structure known as the Canyonville Arch is included in the figures above. This structure in addition to the original grading of the section was constructed by the Bureau of Public Roads in cooperation with the State and County, as a Forest Road Project. We do not have any data on the separate cost of the bridge, and we would suggest that you write to the Bureau of Public Roads, New Post Office Building, Portland, Oregon, for this information.

In your letter you state that the particular section in question is the "most costly of all our roadways for its distance in the State". This statement is not correct as our most expensive construction has occurred on the upper Columbia River Highway. The Canyonville-Galesville Section cost a total of $69,485.00 per mile for grading, bridges, surfacing and paving. The 4.17 miles between Hood River and the Wasco County Line required an expenditure of $97,165.00 per mile for the same class of work, and the entire 23.15 miles from Hood River to Mosier required an expenditure of $83,870.00 per mile. You will see that these costs greatly exceed the cost on the Galesville-Canyonville Section.

We trust that the information which we are giving will prove of value to you, and we would be very pleased to furnish you with such additional data as you may require.

Very truly yours,

ROY A. KLEIN
State Highway Engineer,

By

Dict. by J. A. DeSouza : TW

Office Engineer.

May 30. 1924.

To the Secretary of the
State Highway Commission
Salem. Oregon:

R 61

My dear Sir

It is proposed here by the Daughters of the American Revolution, as a tribute to the pioneer women of Oregon, to designate from that most worthy of all our roadways for its distance in the State - "the Universe Canyon" Known by the and other names and to name it for all time as the "Pioneer Canyon". It stands also as a monument to the engineering skill and work of your Commission as a part of its Centennial history. I should be glad to have something of the last great act in its present completion. This should be its final Cost to the Commission. Can you give me exact figures? The length of the Canyon proper I think is 12 miles, thank your Engineering Survey will make it nearer. Let me have this distance also with the figures.

Cost.
Excluding that magnificent Bridge mid way in the Canyon from the road Cost. What was the Cost of that?
It is a monument in all our road bridges; and is at a point where the Covered wagon pioneers encountered their most terrible obstacle in the way travel.
If I may trouble you for this data, it will be a valuable addition to the Highway literature of Oregon

All Set.

And Oblige
Very truly Yours
Rufus Holman

November 21, 1923

Mr. S. A. Moceri,
1212 S. M Street,
Tacoma, Washington.

TR 61

Dear Sir:

Enclosed herewith is copy of a notice of claim which has been filed with the Secretary of State against you by the Standard Oil Company covering supplies furnished to you in amount $434.82 in connection with yourcontract for the paving of the Marysville-Galesville Section of the Pacific Highway, our contract No. 510.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LH

Encl.

November 21, 1923

[redacted]

PR 61

United States Fidelity & Guaranty Co.,
c/o J. L. Hartman Company, Agents,
Chamber of Commerce Building,
Portland, Oregon.

Gentlemen:

Enclosed herewith is a copy of notice of claim which has been filed by the Standard Oil Company with the Secretary of State against S. A. Moceri, contractor for the paving of the Canyonville-Galesville Section of the Pacific Highway in Douglas County, covering supplies furnished to S. A. Moceri in connection with this work, amounting to $434.82.

This is being sent to you at the request of the Secretary of State as you are surety on the bond furnished by S. A. Moceri in this instance.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HEG:LM

cc. C. O. Price, Manager, 1208 Porter Building, Portland, Oregon.

November 21, 1928

PP61

Mr. Sam A. Kozer,
Secretary of State,
B u i l di n G.

Attention Mr. N. J. Hess, Filing Division.

Dear Sir:

Receipt is acknowledged of your letter of the 19th inst. enclosing three copies of notice of claim which has been filed in your office by the Standard Oil Company against S. A. Mocerl for goods, wares and merchandise in the sum of $434.82 furnished S. A. Mocerl in connection with his contract No. 510 for the paving of the Canyonville-Galesville Section of the Pacific Highway.

One copy of this claim is being sent to S. A. Mocerl and one to the surety on the bond as per your request.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LH

SECRETARY OF STATE

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

RECEIVED
NOV 21 1923

November 19, 1923

State Highway Commission,

Salem, Oregon.

Gentlemen:- (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we have received and filed as of this date a notice of claim by the Standard Oil Company (California) for goods, wares and merchandise in the sum of $434.83 against the bond taken from S. A. Moceri, principal, and the United States Fidelity & Guaranty Company, surety, for the work of constructing that part of the Pacific Highway known as the Canyonville job, Contract No. 510.

Partial Rel

The above notice of claim has been received from Messrs. Dey, Hampson & Nelson, Attys., Yeon Bldg., Portland, and we are enclosing herewith three copies of the same, being one for your files, one for transmission, if desired, to S. A. Moceri and one to his surety.

Kindly acknowledge receipt of the copies, and oblige.

Very truly yours,

FILING DIVISION,

By M. J. Haas

H.

ANSWERED
H. B. G

SECRETARY OF STATE

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

RECEIVED
NOV 21 1923

November 19, 1923

State Highway Commission,

Salem, Oregon.

Gentlemen:- [Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we have received and filed as of this date a notice of claim by the Standard Oil Company (California) for goods, wares and merchandise in the sum of $434.82 against the bond taken from S. A. Moceri, principal, and the United States Fidelity & Guaranty Company, surety, for the work of constructing that part of the Pacific Highway known as the Canyonville job, Contract No. 510.

Portland Rec'd

The above notice of claim has been received from Messrs. Dey, Hampson & Nelson, Attys., Yeon Bldg., Portland, and we are enclosing herewith three copies of the same, being one for your files, one for transmission, if desired, to S. A. Moceri and one to his surety.

Kindly acknowledge receipt of the copies, and oblige.

Very truly yours,

FILING DIVISION,

By N. J. Haas

H.

ANSWERED
H B.G

Portland, Oregon.

November 17 1923

To the State of Oregon
Sam Kozer, Secretary of State:

Notice is hereby given that the undersigned, Standard Oil Company, a corporation incorporated under the laws of the State of California has a claim for goods, wares and merchandise in the sum of $434.83 against the bond taken from S. A. Moceri, principal, and the United States Fidelity & Guaranty Company, surety, for the work of constructing that part of the Pacific Highway known as the Canyonville Job Contract No. 510.

STANDARD OIL COMPANY (California)

By W. L. Mungy
Statutory Agent and Attorney-in-Fact.

ENDORSED:

File No. 334
Notice of Claim by the Standard Oil Company (California) for goods, wares and merchandise in the sum of $434.83 against the bond taken from S. A. Moceri, principal, and the United States Fidelity & Guaranty Company, surety, for the work of constructing that part of the Pacific Highway known as the Canyonville Job Contract No. 510.

Filed Nov. 19, 1923, SAM A. KOZER, Secretary of State.

October 29, 1923

PR 61

United States Fidelity & Guaranty Company,
C. O. Price, Manager,
909 Porter Building,
Portland, Oregon.

Gentlemen:

This is to acknowledge your letter of October 26th requesting a list of claims filed against your bond furnished in connection with contract No. 510, S. A. Moore, Sunnyville-Colesville Section of the Pacific Highway.

Please be advised that the only claim that we have a record of which has not been settled is one filed by the Morse Mfg. Company of 2763 First Ave., Seattle, Washington, in amount of $218.50.

The above claim was filed on October 11th and is for a water pump and supplies furnished to said contractor.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

Chief Clerk.

Dict. by J. McMarland.

...BLDG. CO.

-10 P.B. 7261

CAPITAL PAID IN CASH $5,000,000

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

C. O. PRICE, MANAGER

909 PORTER BUILDING

#510

Douglas County.

PORTLAND, ORE.,
October 26, 1923

Re: S. A. MOCERI-- Canyonville-Galesville Section
Pacific Highway, Douglas County, Oregon. S-590

- -

State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you please send us a list of the claims filed against our bond on the above named job?

Yours truly,

K. B. Hansen

Supt. of Claims

ET

for you to [illegible]

We trust the foregoing information is what you desire.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:M

Filed
Sept.

October 16, 1923. P.R 61

Moran Mfg. Company,
2761-5 First Avenue South,
Seattle, Washington.

Attention Mr. John H. Moran.

Gentlemen:

In reply to your letter of the 11th inst., requesting information concerning the contract of S. A. Moceri for paving the Carnonville-Galesville Section of the Pacific Highway, please be advised as follows:

The surety on the bond furnished by S. A. Moceri was the United States Fidelity & Guaranty Company, J. L. Hartman Company, Chamber of Commerce Building, Portland, Oregon, agents. This contract was completed by S. A. Moceri on January 20, 1923, which date was the date of acceptance by the Highway Commission.

A bond given in connection with state highway construction work is good and remains in force for one year after the date of completion and acceptance of the work. All labor and material claims in connection with the work are protected by the bond furnished by the contractor. According to the Oregon laws it will be necessary for you to file your claim with the Secretary of State.

We trust the foregoing information is what you desire.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:M

MORAN MFG. CO.

MANUFACTURERS OF

Moran Centrifugal Pumps

2761-5 FIRST AVENUE SOUTH

PHONE MAIN 7120

SEATTLE, WASH. Oct. 11, 1923.

Chief Engineer,
State Highway Commission,
State of Oregon,
Salem, Oregon.

Dear Sir:

TO INSURE PROMPTNESS IN REPLY ADDRESS ALL COMMUNICATIONS TO THE COMPANY.
ALL QUOTATIONS AND SALES ARE SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS SHEET

During the summer of 1922 we furnished pump repair parts thru Peabody Construction C o. to S. A. Moceri & Co. who were paving the Gainsville-Canyonville road. The repair parts were for the pump that was pumping the water for washing the sand and gravel used in the paving.

We are advised that under the laws of the State of Oregon, we can file a lien against the contractor or his bondsmen for payment of this account at any time prior to the expiration of one year after settlement has been made and that that period has not as yet expired.

For your information we enclose a statement of the account.

We will appreciate a letter from you stating whether our understanding as outlined above, is correct or not. Also is this all that we have to do to complete the filing of the claim? Also what company was Mr. Moceri's bondsmen for this contract and what is their address?

We will appreciate sincerely any information that you can give us concerning the above and thank you for same in advance.

ANSWERED
H. B. G.

Very respectfully,

MORAN MFG. CO.

By John M. Moran
John M. Moran

JMM/WJ
Enc.

Contract #510
Douglas County - Tahosville Section - Douglas County
United States Fidelity & Guaranty Company
J. L. Hartman Company, agts.
Chamber of Com. Bldg. Portland
Work Completed Jan-20-1923

SEATTLE, WASH., Oct. 11, 1923.

Peabody Construction Co.,

1217- 61st Ave. East, Seattle, Wash.

IN ACCOUNT WITH

MORAN MFG. CO.

2763 FIRST AVENUE SOUTH

1922						
July	24	Inv.	$	53 00		
"	26	"		58 50		
"	29	"		54 00		
Aug.	16	"		53 00		
					$ 218	50

PLEASE REMIT BY MAIL, DRAFT OR CHECK TO OUR ORDER AT PAR IN THIS CITY.

OUR TERMS ARE NET CASH ON THE FIRST OF EACH MONTH FOR ALL GOODS FURNISHED DURING THE PRECEDING MONTH.

INTEREST AT THE RATE OF ONE PER CENT PER MONTH CHARGED ON ALL ACCOUNTS OVERDUE.

YOURS RESPECTFULLY,

MORAN MFG. CO.

October 16, 1925.

United States Fidelity & Guaranty Co.,
c/o J. L. Hartman Company, Agents,
Chamber of Commerce Building,
Portland, Oregon.

22 AD

Gentlemen:

This is to advise you that we have received a claim from the Moran Mfg. Company of Seattle, Washington, in amount $218.50 against S. A. Moceri, contractor for the paving of the Canyonville-Galesville Section of the Pacific Highway in Douglas County, upon whose bond you acted as surety.

This claim covers repair parts for a pump which they claim were furnished to S. A. Moceri and turned over to the Peabody Construction Company.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBO:LH

July 18, 1923

Mr. H. B. Libby,
Resident Engineer,
Brookmay, Oregon.

PRR 61 ?

Dear Sir:

In reply to yours of July 9th relating to filling cracks in the concrete pavement between Canyonville and Galesville, wish to advise that I have held up your requisition for equipment for that work for the reasons stated below:

We have noted in some of the current periodicals that the Bureau of Public Roads in Washington, D. C., and also the State of California, were making some experiments with a white filler for filling cracks in concrete pavement which was reported to give satisfactory results and which would be less unsightly than the present method of using asphalt.

I have asked the Testing Laboratory to investigate this matter further and send for some samples and when the samples are secured will probably like to try it out on this piece of pavement which you refer to. It will probably be several weeks, however, before this material is secured.

Very truly yours,

State Highway Engineer.

RAK:EM
cc. W. R. Chandler, Division Engineer, Marshfield, Oregon.

RECEIVED
JUL 11 1923
OREGON HIGHWAY COMMISSION

Brockway, Ore. July 9 1923

Mr. R. A. Sloan
Dist. Highway Engineer
Salem, Ore.

Attention
Mr. Kelly ✓

Dear Sir:- I have found an asphalt kettle on wheels which will be just the thing to asphalt the joint in the Concrete pavement at Canyonville, but in order to do a little patching and also do the work I should have a tamping iron, two 2 or 3 gallon watering pot's (by removing strainers) can make them do to pour hot asphalt, and a stiff wire brush or broom to help clean out the joint so am enclosing requisition. Please advise if these things can be furnished.

Am nearly through with shoulders south of Rowland and as soon as sanding is finished to Myrtle Creek plan to send truck and two men to Myrtle Creek and send Myrtle Creek & Canyonville as necessary, leaving one man to clean ditches and dress shoulders South of Rowland

Very truly

H. T. Libby

July 7, 1923

PFA 612

RAK

Mr. Fred A. Williams,
Salem, Ore on.

Dear Sir:

Mr. Devers, Assistant Attorney General, has asked me to reply to your inquiry regarding the claim which was filed by you against S. A. Mocori in connection with his contract for paving the Canyonville-Galesville Section of the Pacific Highway in Douglas County.

Please beadvised as follows: On May 7, 1923, we advised the United States Fidelity & Guaranty Company through their agents the J. L. Hartman Company, Chamber of Commerce Building, Portland, Oregon, to the effect that final payment would be made to Mr. Mocori on or after May 17, 1923. We also advised them that we knew of no unpaid claims for labor or material or of the existence of any debts, dues or demands incurred in the performance of their work which remained unpaid and that the state assumed no responsibility for any such claims should there be any.

No objection was raised by the surety company to our making this final payment to Mocori as stated in our letter and we therefore mailed the warrant to Mr. Mocori on May 17th, in conformance with our letter. Mr. Mocori holds no other contracts with this Department at the present time and there is no way to our knowledge that we can assist you in collecting the amount of your claim, for which we are sorry.

For your information will add that a copy of your claim dated May 8, 1923, was received in this office on May 10th. We note that a copy of this was sent to J. L. Hartman Company, agents for the surety company.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

RKC:EM

May 7, 1925.

United States Fidelity & Guaranty Company,
J. L. Hartman Company, Agents,
Chamber of Commerce Building,
Portland, Oregon.

PR#61

Gentlemen:

You are hereby notified that State Highway contract No. 510 for the construction of the Canyonville-Galesville Section of the Pacific Highway in Douglas County, consisting of 11.1 Miles of paving, has been completed by the contractor, S. A. Maseri, and that final supplement will be made by the State with said contractor for work done under said contract on or after May 17th 1925.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by said contractor.

Very truly yours,

ROY A. KLEIN,

State Highway Engineer,

By

Chief Clerk.

JMcF.

Albert H. Gardner
E. Ray Aller
Edward A. Bayrie

Law Offices of
William B. Taylor
610 630 Pittock Block
Portland, Oregon

Yale

RECEIVED
MAY 4 1923
LEGAL DEPARTMENT

May 3, 1923.

Mr. K. M. Devers,
Legal Dpt. State of Oregon,
Salem, Ore.

Re: Ireland vs. Moceri

Dear Sir:

I have your letter of April 27th, and have delayed answering pending some negotiations with the defendant in the above entitled action.

I am informed by the attorney for the defendant that he will be here the latter part of this week to post a bond for the discharge of this attachment in order that the State may make settlement with Mr. Moceri.

I might say that at this time the action is pending as Mr. Moceri is a non-resident of the State, and unless some settlement is made summons will have to be published using the return of the State Highway Commission to the garnishment as a basis of publication. I might also add that tentative arrangements have been made to try this matter out before the referee in Bankruptcy, and to abide the results of his decision.

Very truly yours,

Wm. B. Taylor

WBL/B

April 27, 1923.

Mr. Edward A. Boyrie,
641 Pittock Block,
Portland, Oregon.

Dear Sir:

Sometime ago in connection with the case entitled H. W. Ireland vs. Sam Mocori, an attachment and notice of garnishment was served on the Oregon State Highway Commission. On the 3rd day of March an answer or return was filed but since that was made we have had no further report or instructions with reference to this matter. The state desires to make final settlement with the contractor and I will therefor thank you for a letter by return mail giving me the status of the case and especially the attachment proceedings.

Very truly yours,

Special Assistant to the
Attorney General

JM:D:MB

STATE INDUSTRIAL ACCIDENT COMMISSION
"WORKMEN'S COMPENSATION LAW"

C. C. PAGE
ATTORNEY FOR
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON
PHONE 870

Form 60—30301—1924—1-23

April
20th
1923

State Highway Commission,
Building.

Gentlemen:-

This will advise you that we are today in receipt of notification by wire that the check heretofore given us by S. A. Moceri, in payment of our claim, has been paid, and this is to advise you that we hereby release the attachment filed against his funds in your hands. I am also dismissing the suit heretofore filed.

Very truly yours,

COPY

Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION.

CCP:AA

April
21st
1 9 2 3

Mr. O. D. Bower,
Sheriff of Marion County,
Salem, Oregon.

Dear Sir:- Re: State Industrial Accident Commission
vs. S. A. Moceri.

This will advise you that the above entitled defendant has settled the claim on account of which suit was filed and writ of attachment issued in the above entitled cause and it will be proper therefore for you to release said attachment and return same to the County Clerk's office.

COPY

Very truly yours,

Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION.

CCP:AA

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF MARION.

State Industrial Accident Commission,

Plaintiff,

vs.

S. A. Moceri,

Defendant.

JUDGMENT OF VOLUNTARY NON-SUIT

Upon motion of the State Industrial Accident Commission, the plaintiff herein, by its attorney, C. C. Page, of Salem, Oregon,

IT IS HEREBY ORDERED that a judgment of voluntary non-suit be and the same is hereby entered against said plaintiff in the above entitled action.

Dated this 21st day of April, 1923.

Apr 21st

_____

Judge.

April 16, 1923

O. D. Bower,
Sheriff of Marion County
Salem, Oregon

Dear Sir:

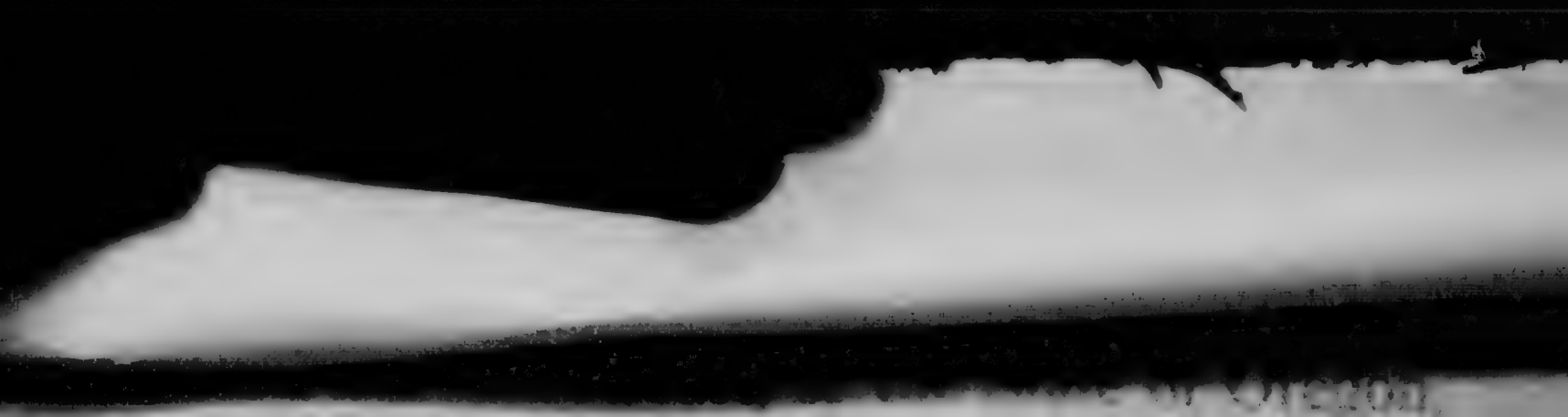
I was about to prepare an answer to the writ of attachment served on the State Highway Commission in the case entitled, State Industrial Accident Commission vs. B. A. Mecori, when the attorney representing the plaintiff in said action advised me that the Commission has just received a check from the defendant for the full amount of the claim and he requested that I delay making a reply to the attachment until he can ascertain whether or not the check is collectible.

I am writing this letter so that you may understand the occasion for the delay in making a return or answer to the writ of attachment.

Very truly yours,

Assistant to the Attorney General.

JMD:EB



nt Publishers, Salem, Or.

In the Circuit Court, of the State of Oregon,

FOR THE COUNTY OF Marion

State Industrial Accident Commission

Plaintiff

vs.

Sam Moceri

Defendant

Notice to Garnishee

To Oregon State Highway Commission.

By virtue of a writ of attachment issued out of the Circuit Court of the County of Marion State of Oregon, and to me directed against the personal property of the above named Defendant in the above entitled action, a certified copy of which you are herewith served, I hereby all moneys, effects, debts and credits in your hands or under your control, belonging to the above named Defendant and particularly

or so much thereof as will satisfy the claim of Plaintiff towit:

$1,060.59 DOLLARS

together with costs and accruing costs, and you are hereby notified not to pay over or transfer the same to any one but myself.

Witness my hand this 17 day of April 1923

O. D. Bower Sheriff

By Geo. J. Bohler Deputy

STATE OF OREGON } ss.
County of [illegible]

I hereby certify that the within is a true and correct copy of the original Writ of Attachment

O. D. Bower Sheriff

By Geo. J. Bohler Deputy

No. 616—[redacted] sale by R. E. Moores & Co., Salem, Or.

In the ..... Court,

OF THE STATE OF OREGON,

For the County of .....

Notice to Garnishee

[redacted] .....

[redacted] ..... Plaintiff..

vs.

....

..... Defendant..

To ....O.D.Bower.....

Sheriff of ....Marion..... County, Oregon:

In answer to the within Notice of Garnishee, I hereby certify that I have in my possession and under my control the following described personal property.....43555 GESSO 8.....

belonging to.....said Defendant....

Dated.....10.....

#5710

.....

.....

.....

.....

No 16398.

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF MARION

State Industrial Accident Commission,

Plaintiff,

vs.

S. A. Moceri,

Defendant.

WRIT OF ATTACHMENT

To the Sheriff of Marion County, GREETINGS:

WHEREAS, The above entitled action was commenced in the Circuit Court of the State of Oregon in and for Marion County, by the plaintiff in said action, to recover from the defendant in said action the sum of One Thousand Sixty Dollars and Fifty-nine Cents ($1,060.59) and the costs of the action, the necessary affidavit herein having been filed, as required by law, and no undertaking being required of plaintiff through the provisions of Section 578, Oregon Laws,

NOW, WE DO, THEREFORE, COMMAND YOU, the said Sheriff, that you attach and safely keep all the property of the said defendant, S. A. Moceri, in your said county, not exempt from execution, or so much thereof as may be sufficient to satisfy said plaintiff's demand as above mentioned, unless the said defendant gives you security by the undertaking of at least two sufficient sureties in an amount equal to the value of the property which has been or is about to be attached, in which case you will take such undertaking, and hereof make due and legal service and return.

WITNESS my hand and the seal of said Court this 12th day of April, 1923.

(Seal)

W. G. Boyer
Clerk

By M. D. Price
Deputy

March 8th, 1923.

Mr. O. R. Bower, Sheriff,
Salem, Oregon.

Dear Sir:

I am enclosing herewith, certificate of R. A. Klein, made in response to the Notice of Garnishment of the State Highway Commission in the case of Ireland, vs. Moceri.

Very truly yours,

Assistant Attorney General.

JMD:AP
Enclosure.

In the Circuit Court of the State of Oregon

FOR ~~MULTNOMAH~~ MARION COUNTY

H. W. Ireland

Plaintiff

vs.

Sam Moceri

Defendant

Sheriff's No. _____

NOTICE OF GARNISHMENT

To Oregon State Highway Commission, Salem, Ore.

YOU ARE HEREBY NOTIFIED, that by virtue of a Writ of attachment issued out of the above entitled Court in the above entitled cause, and to me directed, a duly certified copy of which is herewith served upon you, all property, money, debts, rights, dues, and/or credits, of every nature, whether due or to become due, and especially a certain sum of money

in your hands, or under your control, belonging or owing to the above named Defendant.., —

Sam Moceri

or either of them, are hereby attached and garnished, and you are hereby required FORTHWITH to furnish to the undersigned a written statement of all such property, money, etc.

Dated at ~~Portland~~ Salem, Oregon, Feb. 23rd 1923

~~Multnomah~~ Marion

Sheriff of ~~Multnomah~~ County, Oregon.

By Geo J Bohrer Deputy.

NOTE: Your answer in writing, duly dated and signed, should be returned without delay to the Sheriff's Office, Court House, ~~Portland~~ Salem, Oregon.

FORM FOR YOUR ANSWER IS PROVIDED ON REVERSE SIDE HEREOF.

STATE OF OREGON,
County of ~~Multnomah~~ Marion, } *ss.*

I Hereby Certify that I received the within Writ of Attachment on the.....day of

.....A. D. 19....., and executed the same on the.....day of

.....A. D. 19....., at .....

in said County and State, by.....

.....

.....

.....

.....

STATE OF OREGON,
County of Marion } ss.

ANSWER TO GARNISHMENT

To [redacted], Sheriff of Marion County, Oregon:

Comes now the Garnishee to whom the Notice of Garnishment on the reverse side hereof is directed, and for Answer to said Notice of Garnishment, states and alleges as follows, to-wit:

That at the time of service of said Notice of Garnishment upon me there was in my hands, or control, no property, money, debts, rights, dues, and/or credits, due or to become due, belonging or owing to the Defendant _____ named in said Notice of Garnishment, or either of them, **except the following:**

Dated

Dated _____

In the Circuit Court of the State of Oregon

FOR ~~MULTNOMAH~~ Marion COUNTY

W. W. Ir land

Plaintiff

vs.

Sam Mocori

Defendant

Sheriff's No. _____

NOTICE OF GARNISHMENT

To Oregon State Highway Commission, Salem, Ore.

YOU ARE HEREBY NOTIFIED, that by virtue of a Writ of attachment issued out of the above entitled Court in the above entitled cause, and to me directed, a duly certified copy of which is herewith served upon you, all property, money, debts, rights, dues, and/or credits, of every nature, whether due or to become due, and especially a certain sum of money in your hands, or under your control, belonging or owing to the above named Defendant.., Sam Mocori or either of them, are hereby attached and garnished, and you are hereby required FORTHWITH to furnish to the undersigned a written statement of all such property, money, etc.

Dated at ~~Portland~~ Salem, Oregon, Feb. 23rd 1923

O. G. Brown

~~MULTNOMAH~~ Marion

Sheriff of ~~MULTNOMAH~~ County, Oregon.

By Jes J. Bohrer Deputy.

NOTE: Your answer in writing, duly dated and signed, should be returned without delay to the Sheriff's Office, Court House, ~~Portland~~ Salem, Oregon.

FORM FOR YOUR ANSWER IS PROVIDED ON REVERSE SIDE HEREOF.

STATE OF OREGON,
County of ~~Multnomah~~ Marion, } *ss.*

I Hereby Certify that I received the within Writ of Attachment on the.....day of

.....A. D. 19....., and executed the same on the.....day of

.....A. D. 19....., at .....

in said County and State, by.....

STATE OF OREGON, }
County of Marion } ss.

ANSWER TO GARNISHMENT

To [redacted], Sheriff of [redacted] County, Oregon:

Comes now the Garnishee to whom the Notice of Garnishment on the reverse side hereof is directed, and for Answer to said Notice of Garnishment, states and alleges as follows, to-wit:

That at the time of service of said Notice of Garnishment upon ~~us~~ me there was in ~~our~~ my hands, or control, no property, money, debts, rights, dues, and/or credits, due or to become due, belonging or owing to the ~~it~~ ~~its~~ Defendant named in said Notice of Garnishment, or either of them, **except the following:**

Dated _____

Dated _____

In the Circuit Court of the State of Oregon

FOR THE COUNTY OF ~~MULTNOMAH~~ Marion

H. ~~W~~. Ireland, trading as
Eastern Agency of the estate of
J. E. Peterson, deceased, Plaintiff

vs.

Sam Moceri

Defendant

Writ of Attachment

Release of attachment
filed in R. R. Clerk's
office 7-17-22
J. M. D.

Marion

TO THE SHERIFF OF THE COUNTY OF MULTNOMAH, GREETING:

WHEREAS, The above entitled action was commenced in the Circuit Court of the State of Oregon, for the County of Marion *by the Plaintiff in said action to recover from the Defendant in said action the sum of* Twenty-five Hundred Seventy and 45/100- - - - - - - - - - *Dollars, lawful money of the United States, besides interest at the rate of* six *per cent per annum from the* 8th *day of* September, *A. D. 19*22 on $1570.95 thereof, and interest at the rate of six per-cent per annum from the 8th day of December, 1922, on $199.50 thereof, and interest at the rate of six percent per annum from the _____ day of _____, 1922, on $800.00 thereof,

and costs of suit and the necessary affidavit and undertaking herein having been filed as required by law.

NOW, THEREFORE, IN THE NAME OF THE STATE OF OREGON, You are hereby commanded and required that you attach and safely keep all the property of the said Defendant Sam Moceri *within your said County, not exempt from execution, or so much thereof as may be sufficient to satisfy the said Plaintiff's demand, namely: the sum of* Twenty-five Hundred Seventy and 45/100- - - - - *Dollars, lawful money of the United States, besides interest at the rate of* six *per cent per annum from the* 8th *day of* September, *A. D. 19*22 on $1570.95 thereof, and interest at the rate of six per cent per annum from the 8th day of December, 1922, on $199.50 thereof, and interest at the rate of six per cent per [illegible] from the _____ day of _____, 1922, on $800.00 ther[illegible]

and costs and expenses of the action, and of this writ make legal service and due return to me.

WITNESS my hand and seal of said Circuit Court this 23rd *day of* Feb. *A. D. 19*23

~~[illegible]~~, Clerk

By _____ *Deputy Clerk.*

Seal

W. A. Boyer, Clerk

M. R. Lee

STATE OF OREGON,
County of Marion, } ss.

I Hereby Certify that I received the within Writ of Attachment on the.....day of

.....A. D. 19....., and executed the same on the.....day of

.....A. D. 19....., at .....

in said County and State, by.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

Dated this.....day of....., 19.....

[redacted]
Sheriff.

By.....
Deputy Sheriff.

No.....

IN THE

CIRCUIT COURT

STATE OF OREGON

[redacted] COUNTY
Marion

H. [illegible] Ireland

Plaintiff

Against

[illegible] Bogart

Defendant

Writ of Attachment

Filed.....A. D. 19....

[redacted] Clerk

By.....
Deputy.

[illegible] A. [illegible]

[illegible] Atty. Plff.

Oregon State Highway Comm.

STATE OF OREGON,
County of Marion, } ss.

I, [redacted] Sheriff of said State and County, do hereby certify that the foregoing copy of Writ of Attachment has been compared by me with the original and is a true copy of the whole thereof, now in my possession.

WITNESS my hand this 23rd day of February A. D. 1923

L. D. Bower
[redacted]
Sheriff of [redacted] County, Oregon.
Marion

By Geo. L. Dobrer.
Deputy.

Mr. J. M. Devers.

has been compared by me with the original and is a true copy of the whole thereof, now in my possession.

WITNESS my hand this 23rd *day of* February, *A. D. 19*23

Sheriff of ~~Multnomah~~ Marion *County, Oregon.*

By Geo. Bohrer *Deputy.*

Mr. J. M. Devers.

With further reference to the attachment filed against S. A. Moceri: Contract No. 510, Canyonville-Galesville Section, semi-final payment has been made. There remains to be paid the retained percentage which is in amount $5,518.37 and approximately $2,500.00 in work yet to be completed. This contract has not been assigned but we have been instructed to mail all warrants to the Bank of California of Tacoma.

His other contract No. 467, Roseburg-Wilbur Section, semi-final payment has also been made and the final payment will be made in a few days. All payments on this contract have been assigned to the Bank of California, Tacoma, Washington.

We are holding all payments on the first mentioned contract, but have released the latter.

J. Mcf.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

M. W. IRELAND, Plaintiff)
)
vs.) ANSWER OF STATE HIGHWAY COMMISSION
) TO
SAM MOGERI, Defendant) NOTICE OF GARNISHMENT

STATE OF OREGON)
) ss
COUNTY OF MARION)

TO MR. O. D. BOWERS Sheriff of Marion County:-

I, Roy A. Klein hereby certify that I am the duly appointed and qualified and acting Secretary of the Oregon State Highway Commission, and I further certify, in answer to the Notice of Garnishment and Writ of Attachment served upon the State Highway Commission in the above entitled cause and matter that there is due the Defendant, Sam Mogeri from the State under and by virtue of State Highway Contract No. 510 for the construction of the Canyonville-Galesville Section of the Pacific Highway, the sum of Five Thousand, Five Hundred Eighteen and thirty-seven one-hundredths ($5,518.37) Dollars.

Dated this 3rd day of March, A. D., 1923.

OREGON STATE HIGHWAY COMMISSION

By _____
Secretary.

1201 S-22 91

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

M. W. IRELAND,	Plaintiff	
vs.		ANSWER OF STATE HIGHWAY COMMISSION TO NOTICE OF GARNISHMENT
SAM MOCERI,	Defendant	

STATE OF OREGON)
) ss
COUNTY OF MARION)

TO MR. O. D. BOWER, Sheriff of Marion County:-

I, Roy A. Klein hereby certify that I am the duly appointed and qualified and acting Secretary of the Oregon State Highway Commission, and I further certify, in answer to the Notice of Garnishment and Writ of Attachment served upon the State Highway Commission in the above entitled cause and matter that there is due the Defendant, Sam Moceri from the State under and by virtue of State Highway Contract No. 510 for the construction of the Canyonville-Galesville Section of the Pacific Highway, the sum of Five Thousand, Five Hundred Eighteen and thirty-seven one-hundredths ($5,518.37) Dollars.

Dated this 3rd day of March, A. D., 1923.

OREGON STATE HIGHWAY COMMISSION

By _____
Secretary.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

H. W. IRELAND,	Plaintiff	
vs.		ANSWER OF STATE HIGHWAY COMMISSION TO NOTICE OF GARNISHMENT
SAM MOCERI,	Defendant	

STATE OF OREGON)
) ss
COUNTY OF MARION)

TO MR. O. D. BOWER, Sheriff of Marion County:-

I, Roy A. Klein hereby certify that I am the duly appointed and qualified and acting Secretary of the Oregon State Highway Commission, and I further certify, in answer to the Notice of Garnishment and Writ of Attachment served upon the State Highway Commission in the above entitled cause and matter that there is due the Defendant, Sam Mocceri from the State under and by virtue of State Highway Contract No. 510 for the construction of the Canyonville-Galesville Section of the Pacific Highway, the sum of Five Thousand, Five Hundred Eighteen and thirty-seven one-hundredths ($5,518.37) Dollars.

Dated this 3rd day of March, A. D., 1923.

OREGON STATE HIGHWAY COMMISSION

By _____
Secretary.

April 5, 1923.

Bureau of Public Roads,
Portland, Oregon.

P. R. 61

Gentlemen:

Herewith, we are enclosing six copies of final estimate on the Canyonville-Galesville Section, Oregon Project No. 61 in the amount of $18,788.19.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer.

Dic by J.W.DeSouza
AF
Enclosures

Recorded

March 29, 1923

PPB #61

United States Fidelity & Guaranty Company.
c/o J. L. Hartman Company.
Chamber of Commerce Building.
Portland, Oregon.

Gentlemen:

This letter is to advise you that it is the intention of the State Highway Commission to make semi-final payment to S. A. Moseri on contract No. 510, for the paving of the Canyonville-Galesville Section of the Pacific Highway in Douglas County.

This payment will be made on or after April 7th 1923.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

By

Secretary.

JMcF.

April 18, 1923

United States Fidelity & Guaranty Company,
c/o F. D. Hill & Company, General Agents,
306 East Building,
Tacoma, Washington.

Gentlemen:

Receipt is acknowledged of your letter of the 11th inst. enclosing the release of the claim of the Peabody Construction Co., of Seattle, in amount $2,325.00 on account of furnishing sand and gravel on the contract of S. A. Moser for the construction of the Canyonville-Galesville Section of the Pacific Highway in Douglas County.

We also note that you request the warrant now being held by the State Highway Commission to be sent to the Bank of California at Tacoma, Washington, to be deposited to the account of S. A. Moser. In reply will say that we are unable to comply with your request in the matter of sending this warrant to the Bank of California, due to the fact that on this date the aforesaid warrant has again been attached by the State Industrial Accident Commission in amount $1,060.39. The warrant which we are now holding will be released immediately upon an order from the Court to that effect.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Chief Clerk.

HMG:LM

cc. S. A. Moser, 1212 So. M Street, Tacoma, Washington.

P861

March 6, 1923

Mr. S. A. Moceri,
1212 So. M. Street,
Tacoma, Washington.

Dear Sir:

We note your favor of March 1st regarding settlement of your Canyonville-Galesville contract.

At the time the item of overbreak, or more properly ravel from the slopes, was discussed, it was considered independent of the matter of excavation involved under the specifications for preparation of subgrade.

We propose to allow this subgrade excavation to compensate you for ravel of slopes and re-sloping operations as it is considered impossible to make exact measurement or determine the actual cost of either of these items.

The sub-base gravel was required on account of work extending into the rainy season which was occasioned by a shortage of concrete aggregate for which you are responsible and by a shortage of cement for which we assume responsibility.

We figured adjustments as recommended in our letter of February 23rd tobe fair to yourself and to the state and hope you will consider them so.

Yours truly,

HERBERT HUNT,
State Highway Engineer.

By

Assistant Engineer.

HH:LM

March 6, 1923

Williamson, Freeman & Dresenkow,
Attorneys and Counselors at Law,
Puget Sound Bank Building,
Tacoma, Washington.

Gentlemen:

In response to yours of March 5th relative to the semi-final estimate of S. A. Nocera, beg to advise that this warrant will be forwarded to your client as soon as received from the Secretary of State, which we hope to receive tomorrow when we will forward it promptly.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:EM

Recorded

GEO. G. WILLIAMSON
E. F. FREEMAN
W. C. BROENKOW

WILLIAMSON, FREEMAN & BROENKOW
ATTORNEYS AND COUNSELORS AT LAW
PUGET SOUND BANK BLDG.
TACOMA, WASHINGTON

March 5, 1923.

State Highway Commissioner,
Salem, Oregon.

RECEIVED
MAR 6 1923
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We represent Mr. S. A. Moceri and he has received a notice from Peabody Construction Company of an alleged claim in the sum of $2325.00 against his road construction work in Douglas County, Oregon, from Canyonville to Galesburg. These parties have undoubtedly filed this claim in an attempt to extort payment of an unjust claim. Mr. Moceri has always been ready, able and willing to pay any just account that he owes but this claim is one that he will not pay as he is not indebted to these parties for any part of the claim.

He advises that he is expecting a warrant for $18074.00 on semi-final estimate for the work done and wishes us to inquire of you whether or not this warrant will be forthcoming and whether or not the claim so filed will hold up delivery of the warrant.

We assume, of course, that the Peabody claim is one against Mr. Moceri and the bonding company and if consent of the bonding company is obtained to the delivery of the warrant that you would make delivery upon receiving such consent.

Kindly let us hear from you and oblige

Yours very truly,

WILLIAMSON, FREEMAN & BROENKOW,

BY E. F. Freeman

EFF:S

Recorded

PHONE MAIN 8068 Y
1212 SOUTH M. STREET
TACOMA, WASH.

PHONE ELL. 5475
609 THOMPSON BLDG.
SEATTLE, WASH.

PR61

S. A. MOCERI

SEWER AND PAVING
CONTRACTOR

Tacoma, Washington,
March 1, 1923.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This will acknowledge receipt of your letter of February 23rd. I note that in your letter no mention is made of the overbreak which was taken up with Mr. McVicar and Mr. C. C. Kelly at the time we went over the job.

While there was no way of arriving at an exact estimate it was approximated at the time that this would run about 700 yards, which it was agreed should be paid for.

If the overbreak is taken into consideration in making this settlement, I think the conditions outlined in your letter are satisfactory, that is, for the payment of all yardage moved and preparation of sub-base, widening and adding half the cost of the sub-base gravel.

With the settlement on this basis I would release the State from any further claims in connection with the work.

Very truly yours,

S. A. Moceri

SAM/MM.

PR61

RECEIVED
MAR 2 1923
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon,
March 1, 1923.

State Highway Dep't,

Salem, Oregon.

Notice is hereby given that the undersigned the Peabody Construction Co. of Seattle, Wn., has a claim for furnishing sand and gravel in the sum of $2325.00 Twenty three hundred and twenty five dollars against the bond taken from Mr. S. A. Mocori, principal and U. S. Fidelity & Guarantee Co. of Maryland, as Surety, for the work of road construction known as the Canyonville to Galesburg section of the Pacific Highway in Douglas County.

PEABODY CONSTR. CO.

By W O Peabody

CC -(Bonding Company) U.S.Fidelity & Guarantee Co.
CC - Mr. S. A. Mocori

Recorded

Form 1204

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	NMe
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	NMe
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 437 STATE ST., SALEM, ORG

B30PO PR 20 BLUE

TACOMA WASH 1019A FEB 26 1923

STATE HIGHWAY COMMISSION

SALEM ORG

PLEASE ADVISE HOW SOON YOU CAN SEND ME CHECK FOR THE RETURNED PERCENTAGE ON CANYONVILLE JOB WIRE AT MY EXPENSE

S A MOCERI

1042A

Parsons:-

How about amount coming from fund.

SAT

We find, however, that a considerable portion of the line was widened before the pavement was laid and after completion of the pavement it was found necessary to go into the slopes again for sufficient material with which to complete the shoulders. The cost of the sloping incident to the latter operation would properly be at state expense, but it so closely approaches the item of excavation as to be impossible of segregation for exact ascertainment.

We find also that there was, during the progress of the work, a constant ravel of the material from the slopes, the yardage of which was impossible of measurement.

We find also that due to material and cement shortage, that the work carried over until the fall rains, necessitated the addition of sub-base gravel not contemplated in the contract.

CLASS OF SERVICE	
Telegram	
Day Letter	
Night Message	
Night Letter	

If no class of service is designated the message will be transmitted as a full-rate telegram.

COPY OF WESTERN UNION TELEGRAM

2/26/23

S. A. MOCERI,
1212 So. M. ST.
TACOMA, WASHINGTON.

WARRANT FOR SEMIFINAL ESTIMATE CANYONVILLE PROJECT WILL BE MAILED

ABOUT MARCH FIFTH.

OREGON STATE HIGHWAY COMMISSION.

We find, however, that a considerable portion of the line was widened before the pavement was laid and after completion of the pavement it was found necessary to go into the slopes again for sufficient material with which to complete the shoulders. The cost of the sloping incident to the latter operation would properly be at state expense, but it so closely approaches the item of excavation as to be impossible of segregation for exact ascertainment.

We find also that there was, during the progress of the work, a constant ravel of the material from the slopes, the yardage of which was impossible of measurement.

We find also that due to material and cement shortage, that the work carried over until the fall rains, necessitated the addition of sub-base gravel not contemplated in the contract.

February 23, 1923

Mr. S. A. Moseri,
1212 S. Main Street,
Tacoma, Washington.

Dear Sir:

We have your letter of January 30th making a claim for additional compensation in connection with grading work on your Canyonville contract.

The following results were determined by a review of the conditions in the field on February 14th at which time you were presents

Your contention that the roadway was finished to a 22 foot width and subsequently changed to a 24 foot width, cannot be accepted because of the fact that a great portion of the roadway is now only 22 feet in width. Other portions are in excess of 24 feet in width. We show on the plans the width of the typical section to be 22 feet, and modify this in the special provisions of the contract by stating that the work will be carried to such width or widths as the roadbed will permit. This plan has been carried out through the work. We therefore cannot release you from the unit price basis under contract and pay for the actual cost of the work as you request.

We find, however, that a considerable portion of the line was widened before the pavemnt was laid and after completion of the pavement it was found necessary to go into the slopes again for sufficient material with which to complete the shoulders. The cost of the sloping incident to the latter operation would properly be at state expense, but it so closely approaches the item of excavation as to be impossible of segregation for exact ascertainment.

We find also that there was, during the progress of the work, a constant ravel of the material from the slopes, the yardage of which was impossible of measurement.

We find also that due to material and cement shortage, that the work carried over until the fall rains, necessitated the addition of sub-base gravel not contemplated in the contract.

In consideration of the above conditions we are prepared to recommend payment for all yardage moved in preparation of sub-base and widening, as determined by actual cross sections and to allow one-half the cost of adding the sub-base gravel.

On your recent visit to this office you indicated your willingness to accept this as a basis of settlement of your claim. Please confirm this understanding by letter releasing the State from any further claims in connection with this work.

Yours truly,

HERBERT HUNT,
State Highway Engineer.

By

Assistant Engineer.

CCK:EM

cc. Geo. E. MacVicar, Resident Engineer, Canyonville, Oregon.

PR
61

February 21, 1923

United States Fidelity & Guaranty Company,
J. L. Hartman Company, Agents,
Chamber of Commerce Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to S. A. Moceri on contract No. 510 for the paving of the Canyonville-Galesville Section of the Pacific Highway in Douglas County.

This payment will be made on or after March 3rd 1923.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

JMcF.

Semifinal Warrant for Moceri on Canyonville project ready if

PRG/

February 17, 1923

Memorandum.

Roy A. Klein,
O f f i c e.

Please be advised that on February 14th inspection was made of the Canyonville-Galesville Section, S. A. Meseri, contractor.

The work is all finished and contract was formally accepted.

Final estimates on this job will be in the office about March 10th.

C. C. K.

CCK:LM

February 17, 1923

United States Fidelity & Guaranty Co.,
c/o F. D. Hill & Company, General Agents,
305 Rust Building,
Tacoma, Washington.

Attention Mr. Grover C. Winn.

Gentlemen:

In response to your recent inquiry beg to advise that on February 14th a final inspection was made by a representative of the State Highway Engineer, of the Canyonville-Galesville Section of the Pacific Highway, contract No. 510, S. A. Moceri, contractor.

The work is completed and the contract was formally accepted as of that date. We expect to be in a position to make the final payment on this job about April 1, 1923.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:EM

February 17, 1923

United States Fidelity & Guaranty Co.,
c/o W. D. Hill & Company, General Agents,
305 Pantages Building,
Tacoma, Washington.

Attention Mr. Grover C. Winn.

Gentlemen:

In response to your recent inquiry beg to advise that on February 14th a final inspection was made by a representative of the State Highway Engineer, of the Canyonville-Galesville Section of the Pacific Highway, contract No. 510, S. A. Kocori, contractor.

The work is completed and the contract was formally accepted as of that date. We expect to be in a position to make the final payment on this job about April 1, 1923.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:IK

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. YEON, PORTLAND
W. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

February 17, 1923

.....Memorandum.

Roy A. Klein,
O f f i c e.

Please be advised that on February 14th inspection was made of the Canyonville-Galesville Section, S. A. Moceri, contractor.

The work is all finished and contract was formally accepted.

Final estimates on this job will be in the office about March 10th.

C. C. K.

CCK:LM

February 9, 1923

United States Fidelity & Guaranty Company,
c/o F. D. Hill & Co., General Agents,
305 Rust Building,
Tacoma, Washington.

Gentlemen:

In response to yours of February 7th, beg to advise that it has not been our practice to have formal acceptance by resolution of the Highway Commission on each contract, the date which we consider the date of final acceptance is the date when the Engineer makes final inspection and accepts the work if completed to his satisfaction.

Our Division Engineer will make such an inspection the first part of next week and will be pleased to advise you at the earliest possible date.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION,
By
Secretary.

RAK:LM

PR61

February 8, 1923

Mr. S. A. Moseri,
Tacoma, Washington.

Dear Sir:

We have your letter of January 30 in regard to changes in plans on the Canyonville-Galesville Section of the Pacific Highway.

Please be advised that on Wednesday, February 14th, an investigation of this matter will be made, at which time it is suggested that you be present or at Canyonville, or have a representative there who can submit such data in support of your claims, as you consider necessary.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Assistant Engineer.

CCK:LM

John R. Bland, President. Capital Paid in Cash $4,500,000.

WE WILL BOND YOU — FIDELITY — JUDICIAL — CASUALTY — CONTRACT

United States Fidelity and Guaranty Company

F. D. HILL & CO., INC.
GENERAL AGENTS
SUITE 305 RUST BUILDING
PHONE: MAIN 421

TACOMA, WASH.,

February 7, 1923.

RECEIVED
FEB 8 1923
Comm. ... State Highway Commission

Mr. Roy A. Klein,
Secy, State Highway Commission
Salem, Oregon.

Dear Sir:

In reply to your letter of February 3rd, the point made in my former letter does not seem to have been brought out clearly. What I wanted was to get formal acceptance of the work by the Highway board. I am not so much interested in having the money paid as I am in getting the board to pass formal motion of the acceptance of the contract.

The matter of making up the final estimate can go through the regular channels. However, just as soon as the board accepts the work Mr. Moceri can arrange at the bank for funds to take up the claims and we can then file our consent to assignment of the final estimate.

Please write me letting me know when the formal acceptance is made.

Very truly yours,

F. D. HILL & CO.,
General Agents,

By

GOW/MM.

Form 163-A—10140.

Oregon State Highway Commission

F A Ore 169 Report of Compression Test

Date reported 2/5/25 Lab. No. 12916

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #12 C

Date cast 12/17/24

Date broken 1/31/25

Age 45 days

Station 530 plus 75

Slump 1¾"

Break lbs per sq in 3600

CC: S Bureau of Public Roads 2
Office
JC Kelley
G E MacVicar

Testing Engineer.

Form 103-A--19140.

Oregon State Highway Commission

F A Ore 169 Report of Compression Test

Date reported 2/6/23 Lab. No. 13916

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Culeaville

To be used concrete pavement Sampled by .....

Cylinder #12 C

Date cast 12/17/22

Date broken 1/31/23

Age 45 days

Station 590 plus 75

Slump 1¾"

Break lbs per sq in 3600

CC

CCU 3 Bureau of Public Roads 2
Office
CC Kelly
C E MacVicar

.....
Testing Engineer.

Form 108-A—18140.

Oregon State Highway Commission

F A Ore 169 Report of Compression Test

Date reported 2/2/23 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13914	13915
Cylinder #	117	118
Date cast	12/14/22	12/15/22
Date broken	1/28/23	1/29/23
Age days	45	45
Station	852 plus 20	861 plus 10
Slump	1½	1½
Break lbs per sq in.	3080	3600

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore #69 Report of Compression Test

Date reported 2/2/23 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used Concrete pavement Sampled by

Lab#	13914	13915
Cylinder #	117	118
Date cast	12/14/22	12/15/22
Date broken	1/28/23	1/29/23
Age days	45	45
Station	552 plus 20	561 plus 10
Slump	1½	1½
Break lbs per sq in.	5050	3800

CC U S Bureau of Public Roads 2
Office
C C Kelley
C E MacVicar

Testing Engineer.

Form 163-A—19140.

Oregon State Highway Commission

F A Ore #69 Report of Compression Test

Date reported 1/31/23 Lab. No. 13941

Source ..... Field No. .....

..... County Washington

Quantity represented ..... Job Newberg-Mit Co Line

To be used concrete pavement Sampled by .....

Cylinder #22

Date cast 1/3/23

Date broken 1/31/23

Age 28 days

Station 506 plus 00

Slump 1¼"

Break lbs per sq in 2617

NOTED
W. D. CLARKE

OC U S Bureau of Public Roads 2

[redacted] W.D Clarke
[redacted] Ent. Salem

Testing Engineer.

Form 108-A—12140.

Oregon State Highway Commission

F A Ore #69

Report of Compression Test

Date reported 1/29/28

Lab. No. 12912

Source .....

Field No. .....

.....

County Douglas

Quantity represented .....

Job Canyonville-Galesville

To be used concrete pavement

Sampled by .....

Cylinder #114

Date cast 12/11/28

Date broken 1/25/28

Age 45 days

Station 824 plus 00

Slump 1"

Break lbs per sq in 4210

1 CK

CC U S Bureau of Public Roads 2
Office
C O Kelley
G A MacFlour

.....
Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore #69 Report of Compression Test

Date reported 1/29/25 Lab. No. 15918

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #114

Date cast 12/11/24

Date broken 1/26/25

Age 45 days

Station 524 plus 00

Slump 1"

Break lbs per sq in 4210

CC U S Bureau of Public Roads 2
Office
C C Kelley
J A Medficar

.....
Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 169 Report of Compression Test

Date reported 1/27/23 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Colesville

To be used concrete pavement Sampled by

Lab#	13697	13464
Cylinder#	111	110
Date cast	12/6/22	12/7/22
Date broken	1/12/23	1/22/23
Age days	48	46
Station	498 plus 55	491 plus 50
Slump	1½	1
Break lbs per sq in.	3940	4450

CC U S Bureau of Public Roads 2
Office
C J Kelley
G L MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 169 Report of Compression Test

Date reported 1/27/23 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Calesville

To be used concrete pavement Sampled by .....

Lab#	13697	13866
Cylinder#	111	119
Date cast	12/6/22	12/7/22
Date broken	1/22/22	1/22/23
Age days	48	49
Station	490 plus 55	491 plus 80
Slump	1½	1
Break lbs per sq in.	3940	4450

CC U S Bureau of Public Roads 2
Office
C O Kelley
O A MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 168 Report of Compression Test

Date reported 1/26/25 Lab. No. 119185 17915

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder 115

Date cast 12/12/24

Date broken 1/26/25

Age 45 days

Station 551 plus 80

Slump 4½"

Break lbs per sq in 2617

cc U S Bureau of Public Roads 2
Office
S J Kelly
G L McVicar

.....
Testing Engineer.

Form 108-A—10140.

Oregon State Highway Commission

F A Ore 469

Report of Compression Test

Date reported 1/26/23

Source .....

.....

Quantity represented .....

To be used concrete pavement

Lab. No. [illegible] 15915

Field No. .....

County Douglas

Job Canyonville-Galesville

Sampled by .....

Cylinder 115

Date cast 12/12/22

Date broken 1/26/23

Age 45 days

Station 531 plus 80

Slump 4½"

Break lbs per sq in 2017

cc U S Bureau of Public Roads 2
Office
C C Kelley
C K Marlow

.....
Testing Engineer.

Form 103-A—10140.

Oregon State Highway Commission

F A Ore #69 Report of Compression Test

Date reported 1/26/23 Lab. No. 15911

Source Field No.

County Douglas

Quantity represented Job Canyonville-Glendale

To be used concrete pavement Sampled by

Cylinder #113

Date cast 12/10/22

Date broken 1/24/23

Age 45 days

Station 515 plus 35

Slump 1½"

Break lbs per sq in 2688

NOTED
W. D. CLARKE

CC U S Bureau of Public Roads 2
Office
C G Kelley
G E MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore #69 Report of Compression Test

Date reported 1/25/23 Lab. No. 13911

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Cylinder #115

Date cast 12/10/22

Date broken 1/24/23

Age 45 days

Station 515 plus 35

Slump 1¾"

Break lbs per sq in 3688

CC U S Bureau of Public Roads 2
Office
C C Kelley
O E MacVicar

Testing Engineer.

Form 103-A—19160.

Oregon State Highway Commission

F A Ore #60 Report of Compression Test

Date reported 1/23/23 Lab. No. 13398

Source Field No.

County Douglas

Quantity represented Job Canyonville-Dolerville

To be used concrete pavement Sampled by

Cylinder #112

Date cast 12/9/22

Date broken 1/23/23

Age 4 5 days

Station 807 plus 00

Slump 4½"

Break lbs per sq in 3396

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 108-A—15140.

Oregon State Highway Commission

F A Ore 108 Report of Compression Test

Date reported 1/30/23 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	13865	13866
Cylinder#	109	110
Date cast	12/6/22	12/7/22
Date broken	1/20/23	1/20/23
Age days	45	45
Station	485 plus 55	491 plus 30
Slump	1	1
Break lbs per sq in.	2265	1980

CC U S Bureau of Public Roads 2
Office
C C Kelley
O E MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 469 Report of Compression Test

Date reported 1/16/25 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab.	13069	13070
Cylinder	117	120
Date cast	12/14/22	12/17/22
Date broken	1/12/23	1/16/23
Age days	29	30
Station	552 plus 20	530 plus 75
Slump	1½	1½
Break lbs per sq in.	4240	3113

cc U S Bureau of Public Roads 2
Office
C C Kelly
C A MacVicar

Testing Engineer.

Form 108-A—10140.

Oregon State Highway Commission

F A Cre # 69 Report of Compression Test

Date reported 1/23/22 Lab. No. 12078

Source Field No.

County Douglas

Quantity represented Job Canyonville-Riddle

To be used Concrete pavement Sampled by

Cylinder # 112

Date cast 12/9/22

Date broken 1/23/22

Age 4 5 days

Station 507 plus 00

Slump 1¼"

Break lbs per sq in 3256

CC U S Bureau of Public Roads 2
Office
O O Kelley
G E MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 160 Report of Compression Test

Date reported 1/20/25

Source .....

.....

Quantity represented .....

To be used concrete pavement

Lab. No. .....

Field No. .....

County Douglas

Job Canyonville-Glendale

Sampled by .....

Lab#	15065	15066
Cylinder#	109	110
Date cast	12/6/24	12/7/24
Date broken	1/20/25	1/20/25
Age days	45	45
Station	483 plus 85	491 plus 30
Slump	1	1
Break lbs per sq in.	2265	1980

CC U S Bureau of Public Roads 2
Office
C O Kelley
G E MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 769 Report of Compression Test

Date reported 1/16/23 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used Concrete pavement Sampled by .....

Lab#	13659	13676
Cylinder#	117	120
Date cast	12/14/22	12/17/22
Date broken	1/12/23	1/16/23
Age days	29	30
Station	552 plus 20	530 plus 75
Slump	1½	1½
Break lbs per sq in.	4240	3113

CC U S Bureau of Public Roads & Office
C O Kelley
G A MacVicar

.....
Testing Engineer.

PR61

February 3, 1923

Mr. Grover C. Winn,
C/O J. L. Hartman & Company,
Chamber of Commerce Building,
Portland, Oregon.

Dear Sir:

In response to yours of February 2nd, beg to advise that it will probably be at least March 1, 1923, before the final estimate will be received from the field on the Canyonville-Galesville project, S. A. Moceri, contractor, but as soon as the final figures are received from the field they will be promptly checked and we will endeavor to make the final payment at the earliest possible date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAX:EM

$510

Recorded

F. D. HILL, PRESIDENT

G. C. WINN, SEC.-TREAS.

F. D. Hill & Co.

(INCORPORATED)
SUITE 305 RUST BUILDING
TELEPHONE MAIN 421
TACOMA, WASH.

RENTALS
INSURANCE
REAL ESTATE
SURETY BONDS
MORTGAGE LOANS

February 2nd. 1922.

P 6 Y

State Highway Department
Salem,
Oregon.

RECEIVED
FEB 3 1923

Gentlemen:-

Mr S. A. Moceri has applied to us for consent to an assignment of his final estimate on the Canyonville contract. The assignment is to be made to the Bank of California so that Mr Moceri can obtain funds to clean up the hills due on the contract.

Our company has consented to the assignment and will file their written notice of consent just as soon as we are advised that the contract has been accepted by the State. We understand that the contract is fully completed and would appreciate having your department notify J.L.Hartman & Co. as soon as the official acceptance is made by the department.

Mr Moceri is very desirous of making arrangements with the bank to take care of his obligations and will greatly appreciate action on the part of the board in formally accepting the contract at an early date.

Thanking you for giving this matter early attention, we are,

Very truly yours,

F. D. Hill & Co.

Geo C Winn

Address: J.L.Hartman & Co.
Portland
Oregon

January 31st, 1925.

Mr. Geo. M. MacVicar,
Resident Engineer,
Canyonville, Oregon.

PR #61

Dear Sir:

Reference is made to your letter of January 25th in regard to the claim of S. A. Moseri for demurrage on cars of cement held in accordance with the orders of Engineer K. S. Hall, pending further tests of material.

We are today passing this claim for payment upon one of our commercial voucher forms; the payment being handled as a transaction entirely separate from the work under the the contract and being charged to the cost of cement under Account No. 552.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer.

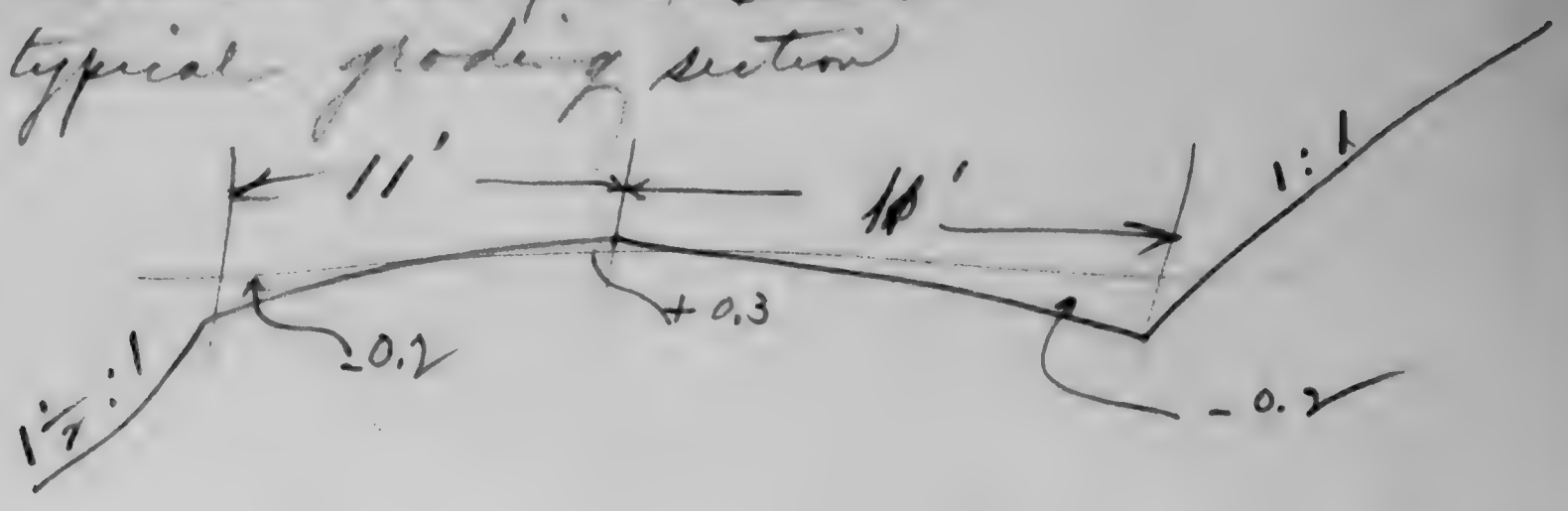
HEP:AP

cc Mr. S. A. Moseri,
Roseburg, Oregon.

P.R.C.

Memo

Federal aid plans show typical grading section



	Preliminary	Revised	Rate
Common	5000	5000	.60
Inf	~~4000~~	15000	.90
SR	14000	17000	1.25

Special provisions require all widening necessary or as may be directed by the Engr.

PHONE MAIN 8968 Y
121 SOUTH M. STREET
TACOMA, WASH.

PHONE ELL. 3475
609 THOMPSON BLDG.
SEATTLE, WASH.

PR 61 /

S. A. MOCERI
SEWER AND PAVING
CONTRACTOR

Tacoma, Washington,
January 30th, 1923.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir: RE: CANYONVILLE CONTRACT.

Relative to my contract with the State for this improvement, I desire to call your attention to the additional grading required under this contract, for which I have received no compensation. The contract was let on the basis of a 22 foot roadway but according to requirements of the federal aid engineer, I was compelled, after having finished the roadway at a 22 foot width to extend the width of the road to meet the requirements of the federal engineer to the 24 foot width.

This required the refinishing of the slopes of the road that I had already completed and entailed an additional expense of several thousand dollars. My grading and slopes on this job cost me the sum of $42,386.80, of which amount so far I have received a little over $26,000 from the State and I assume that I will receive approximately $8,000 or $10,000 additional in my final estimate.

I desire, therefore, to file this as a claim at this time with you for extras on this work in an amount equal to the difference between the amount paid under the final estimate by the State and the amount of $42,386.80, which represents my actual cost for this work.

I feel that I am absolutely entitled to this additional compensation and I trust that you will put this claim through the proper channels so thatthe same may be allowed and paid.

Thanking you for your courtesy in this matter, I am

Very truly yours,

S. A. Moceri

SAM/MM.

FORM 8A 1500-5-22

R. A. BOOTH, EUGENE, CHAIRMAN
YEON, PORTLAND
BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT KUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM January 29th 1923.

Mr. C. C. Kelley, Assistant Engineer

Office.

Dear Sir:

In S. A. Moceri's bill of $36.00 for demurrage I have no way of checking the exact number of days the cars in question were held but presume that the Southern Pacific Co's figures are correct.

These cars were held by me for retest at the time we were experiencing so much trouble with fast-setting cement from the Beaver Portland Cement Co.. I believe that this claim should be allowed since the State guaranteed to furnish the contractor with cement that would pass specifications and this cement did not. The contractor in no way can be held responsible for the holding of the cars in question.

Yours very truly.

Kenneth S. Hall

Kenneth S. Hall
Testing Engineer

KSH/PSS

Form 2A—20045—4M—11-22.

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
C. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Canyonville, Ore. Jan. 25, 1923.

Mr. C.C.Kelley,
Assistant Engineer,
Salem, Ore.

Dear Sir:

I am enclosing herewith bill from S.A.Moceri, covering demurrage on cement, which was held on order from K.S.Hall, am also enclosing telegrams in this connection, however I fail to find any record of the release on S.P.20717.

Will you please advise how this claim is to be allowed.

Yours very truly,

Geo. E. MacVicar

Geo. E. MacVicar.
Resident Engineer.

S. H. Probert

F 816

PACIFIC TELEGRAM

CLASS OF SERVICE

TELEGRAM		DAY LETTER	SYMBOL DAY L.	NIGHT MESSAGE	SYMBOL NITE	NIGHT LETTER	SYMBOL N.L.

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

RECEIVED AT Salem Ore, Oct 26-22 (2 pd 956 Am via Roy N.M.)

Geo Engle Vice

P.E. Armyronville Ore

Hold ament from cars S.P. 88309-86040-20717, Send in samples from each car for re-test

Kenneth D. Keed

Secretary.

PAK:LM

F 818

PACIFIC TELEGRAM

CLASS OF SERVICE

TELEGRAM		DAY LETTER	SYMBOL DAY L	NIGHT MESSAGE	SYMBOL NITE	NIGHT LETTER	SYMBOL N.L.
	✓						

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

RECEIVED AT Salem Ore Oct 30 - 22
(16 pd 10.43 am
Rly W.U.)

Geo E McVicar
P.E. Coingerville Or—

Ord 86040 and 58309 May be
used.

W/8

J.S. Hall

Secretary.

PAKsLM

January 29, 1923

Mr. John A. Peabody,
1217 E. 61st Street,
Seattle, Washington.

Dear Sir:

In response to your inquiry of January 27th relative to your claim against S. A. Mocori and asking as to payments made to Mocori onthe Canyonville-Galesville project, paving, beg to advise that the warrant for the December estimate was mailed from this office on January 8, 1923. Our next progress payment to Mocori, covering the work up to January 20th, will be made in about a week or ten days.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION,
By
Secretary.

PAK:LH

PR 61

January 29, 1925

Mr. Geo. E. MacVicar,
Resident Engineer,
Canyonville, Oregon.

Dear Sir:

We have your letter of January 26th recommending that the concrete pavement between Canyonville and Galesville be opened to traffic at the expiration of a 45 day period. Investigation of laboratory reports of compression tests on 45 day samples indicate that inasmuch as this concrete is developing strength very slowly that it would be best to keep the road closed for the 60 day period as originally planned.

Very truly yours,

HERBERT HUNT,
State Highway Engineer.

By

Assistant Engineer.

CCK:EH

cc. Bureau of Public Roads, Postoffice Building, Portland, Oregon.

Noted
J.M.C.F.

Form 2A—30045—4M—10-22.

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. R. BARRATT, HEPPNER
COMMISSIONERS

R. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Canyonville, Ore. Jan.27, 1923.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

PR 61

Attention Mr. Probert.

Dear Sir:

Replying to your letter of the 26th. relative to extra cement used on the Canyonville-Galesville section. The rate of $4.10 per barrel to be allowed contractor was only estimated by me, since sending in my Work order, I have submitted the Contractors bill for this claim. It is very apparent that the sack rebate was overlooked, as I asked the Superintendent how the cost was arrived at, and this is the way he had it doped out.

Cement F.O.B. Riddle 3.73 Per. Bbl.

3 trucks each 4 hrs. @ 3.50	42.00
1 cement handler 1 day @ 5.50	5.50
	47.50

This divided by the number of Barrels, 79 and 1/4, gives a unit price for handling of 60 cents per bbl. This would seem to me to be a fair price, only that the rebate of 40 cents should be deducted from his bill. I think that the percentage should be allowed on the total of $47.50

Yours very truly,

Geo. E. MacVicar.

Geo. E. MacVicar.
Resident Engineer.

LP

Form 24—90045—4M—12-22.

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Canyonville, Ore. Jan. 26, 1923.

RECEIVED
JAN 27 1923
OREGON
Highway Commission

1217 East 6th St.
Grants Pass Ore.
Jan. 27th 23

Mr. Roy A. Klein.
Dear Sir:-

In Jan 16th Mr. Moceri gave me this word that he would pay me for the sand and gravel that I got out for the Canyonville-Galesville contract.

Yesterday the 26th Mr. Moceri returned from Oregon and said he could not pay me till next week owing to the fact that one of the commissioners had not

gain
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that the
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on top that
g that was
is is worn
te back to
the pavement
are shown,

45 da test
show 7300 #.
Ave allowed for 60 da.

Yours very truly,

Geo. E. MacVicar.

Geo. E. MacVicar.
Resident Engineer.

HERBERT NUNN
STATE HIGHWAY ENGINEER

HIGHWAY COMMISSION
SALEM

Canyonville, Ore. Jan. 26, 1923.

RECEIVED
JAN 27 1923
OREGON
HIGHWAY COMMISSION

1 2

to this warrant which is due him.

Now, what I would like to know is, has Mr. Mocers a warrant coming to him and when in your estimation will he get it?

Please send me three blank forms necessary for filing claims to insure myself against loss. If you handle these forms kindly give me the information necessary to protect myself. This makes five times Mr. Mocers has promised to settle with me and slipped out of it.

gain
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the pavement
are shown,

45 do test
show 7300 #
Ave Passed for 60 do.

Yours very truly,

Geo. E. MacVicar.

Geo. E. MacVicar.
Resident Engineer.

HERBERT NUNN
STATE HIGHWAY ENGINEER

...IGHWAY COMMISSION
SALEM

Canyonville, Ore. Jan. 26, 1923.

3

Hoping this is not asking
too much and thanking
you for this and past favors,
I am very truly yours —
John A Peabody
1217 E-61st Street
Seattle. Wn.

RECEIVED
JAN 27 1923
OREGON
HIGHWAY COMMISSION

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15 da test
show 7800#
Cleared for 60 da.

Yours very truly,

Geo. E. MacVicar.

Geo. E. MacVicar.
Resident Engineer.

Form 11—30045—4M—12-22.

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

R. A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Canyonville, Ore. Jan. 26, 1923.

Mr. C. C. Kelley,
Assistant Engineer,
Salem, Ore.

RECEIVED
JAN 27 1923
OREGON
STATE HIGHWAY COMMISSION

Dear Sir;

In my opinion, I cannot see that we will gain anything by holding the pavement closed after the end of the 45 day period. I have been watching the curing very closely XXXXX and have discovered that on pavement that was laid 100 days ago, we have exactly the same soft condition on the top mortor, (on the portion that has not been travelled) as we have on the 45 day concrete. On the portion that the travel hits (in the wheel tracks) the finish is very hard. It looks to me as if we have a thin film of mortor on top that was injured or weakened, from the wet earth covering that was put on the roads after laying, and that after this is worn off we get the hard finish. All the soft mortor dates back to about the start of the wet weather.

I would suggest that the pavement be thrown open on FeB.1st., and if any bad results are shown, we can then close it up again.

45 da test
shows 1300#.
Ave. allowed for 60 da.

Yours very truly,

Geo. E. MacVicar.

Geo. E. MacVicar.
Resident Engineer.

PR61

Mr. Geo. E. MacVicar,
Resident Engineer,
Canyonville, Oregon.

January 26, 1923.

Dear Sir:

We are in receipt of the extra work order issued by you to Contractor S. A. Moceri, authorizing the use of extra cement in certain portions of the pavement between Canyonville and Galesville.

In order that our records may be complete, we would be pleased to have you submit a statement, showing the basis upon which the price of $4.10 per barrel to be allowed the contractor, for this cement, was arrived at. We presume that this unit price represents our quotation for cement to be furnished to the contractor f.o.b. cars, plus the cost of handling and delivering from the cars to the job. We would call to your attention that in our quoted price to the contractor, there is included forty cents for sacks, which amount is refunded to the contractor upon the return of the sacks. In order to obviate the necessity of our collecting credits which might be due us upon sacks returned from that material which is being purchased under this extra work order, we would suggest that the price at which payment is to be made to the contractor be exclusive of the cost of sacks, the sacks to remain the property of the contractor, and the credit in connection with same to be collected by him.

Very truly yours,

HERBERT HUNT
State Highway Engineer

By

Office Engineer

FO 1 4
Cont-510

SHP:ER PR 61

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date ..... 20 ....., 1923

Week from Jan. 15 to Jan. 20

Job Name .....

Mail Address .....

Telegraph or Telephone Address .....

Highway .....

Express and Freight Address .....

County ..... Job Prefix 1 F.B.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Signed .....

Title .....

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11

Miles completed 1

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured 1

Number men in Engineering Party 2

Contractor's average force for week ..... 20 ..... *men,*

..... 2 ..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11 1/2

Miles paving completed 11 1/2

Average daily sq. yds. this week .....

Miles shoulders completed both sides 11 1/2

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place ..... 100 %

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 10 P.B. ..... *Percentage* 40

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

PR 61

January 20, 1923

Pacific Building and Materials Company,
335 E. Main Street,
Portland, Oregon.

Gentlemen:

In response to your letter of January 18th relative to your claim against S. A.Meceri, beg to advise that the proper procedure, in the event that you are unable to secure satisfaction of your claim, is to file the same with the surety on the bond which in this instance was furnished by the United States Fidelity & Guaranty Company for whom the J. L. Hartman Company, Chamber of Commerce Building, Portland, Oregon, resident agents.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

PAK:LM

PHONE EAST 6395

PR 61

Pacific Building Materials Company

EVERYTHING IN BUILDING MATERIALS

335 EAST MAIN STREET, CORNER SECOND

PORTLAND, OREGON

January 18, 1923.

RECEIVED
JAN 20 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy Kline,
Secretary State Highway Commission,
Salem, Oregon.

Dear Sir:-

We wish to advise you that Mr. S. A. Moceri of Riddle, Oregon still owes us $120.17 for Elastite Paving Joint for the highway work for which he has been engaged. We are informing you of this so that we can be protected as far as this material is concerned.

We shall greatly appreciate your kindness if you will acknowledge receipt of this letter and also at the same time advise us the name of the Bonding Company who has bonded this particular work.

Thanking you in advance, we remain,

Yours very truly,

PACIFIC BUILDING MATERIALS CO.,

By H. Eykelbosch

Cashier.

HB/H

Enc.

PR 61

January 18, 1923

Mr. John A. Peabody,
1217 E. 61st Street,
Seattle, Washington.

Dear Sir:

In response to your inquiry of January 17th asking for information relative to the Canyonville-Galesville paving contract, beg to advise that this contract probably will not be completed and accepted before the 15th of February, and under the Oregon law all persons who have claims against such a project should file their claims before the expiration of one year from the date of acceptance.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

FAK:LM

1217 East 66st Street
Seattle, Washington
January 17th 1923

8 & 6 /

Mr. Nunn.
State Highway Engineer,
Salem, Oregon.

RECEIVED
JAN 18 1923
OFFICE
STATE HIGHWAY COMMISSION

Dear Sir! —

Will you kindly give me the time limit for the filing of claims against the Sandyville - Canyonville road, Contract let by D. A. Mocerie.

I furnished the sand and gravel for this road and you may recall writing on you three weeks ago; seeking information on the above job, but I have somehow misplaced my data, and would like to have you set me right again.

Also tell me how long will it be before this job is accepted, and how long a period after the acceptance of a job has a person to file a claim (in the State of Oregon.)

Thanking you in advance for this information,

John A Peabody
1217 E. 66st Street Seattle. Wn.

January 17, 1923

Mr. S. A. Moceri,
Roseburg, Oregon.

Dear Sir:

Your request for extension of time on contract No.510, Canyonville-Galesville Section of the Pacific Highway, was considered at the meeting of the Commissioners December 29, 1922, and the following action taken:

"S. A. Moceri requested an extensionof time to February 28, 1923 on contract No. 510, Canyonville-Galesville Section of the Pacific Highway. The Engineer recommended that the extension be granted without penalty since it was largely delays in receiving materials beyond his control which had delayed completion of the work. Recommendation approved by Commission.".

Very truly yours,

Secretary.

BAK:EM

P.A. 61

January 18, 1923.

Lystul-Lawson Lumber Company,
Glendale, Oregon.

Gentlemen:

In response to your letter of January 15, relative to your claim against S. A. Mooeri of $17.50 for lumber furnished his Canyonville contract, beg to advise that this contract, as all state highway contracts, is covered by a surety bond to cover labor and material claims, and therefore in the event that you are unable to secure satisfaction of your claim, the proper procedure is to file the same with the surety on the bond.

The bond in this instance is furnished by the United States Fidelity & Guaranty Co., for whom J. L. Hartman Company, Chamber of Commerce Building, Portland, is the Resident Agent.

The work which you have referred to is our contract No. 510, more definitely described as the Canyonville-Calesville Section of the Pacific Highway in Douglas County, 11.1 miles of paving.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:HI

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan. 13, 1923

Job Name Canyonville - Galesville

Week from Jan 8 to Jan 13

Mail Address Canyonville

Highway Pacific

Telegraph or Telephone Address

County Douglas Job Prefix 10 P.S. Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

RECEIVED
JAN 17 1923
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed Geo E MacDuff

Title Res Engr

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week .....*men,*

.....*teams,* .....*steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

.....*teams,* .....*trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job .....*Percentage* .....

Other jobs .....*Percentage* .....

Other jobs .....*Percentage* .....

Other jobs .....*Percentage* .....

Lystul-Lawson Lumber Company

MANUFACTURERS AND WHOLESALERS

FIR AND SUGAR PINE LUMBER

GLENDALE, OREGON Jan. 13th 1923.

RECEIVED
JAN 15 1923
OREGON
COMMISSION

State Highway Commission,

Salem, Oregon.

Gentlemen:-

S.A.Mocori who has a contract on the Highway at Canyonville owes us a bill of $17.50 for some lumber he got, we have sent him two

All agreements, contracts and orders contingent upon fire, strikes, car shortage, accidents and other causes or delays beyond our control. All quotations subject to change or previous sale without notice and are for immediate acceptance. Government taxes on freight charges to be paid by customers.

statments,and up to date we have had no reply.

So will ask you to please hold this amonnt for us when settling with him.

Very truly yours,

Lystul-Lawson Lumber Co.

By J. D. McKee

Station 57½ plus 70

Slump 1¼"

Break lbs per sq in 3596

CC U Bureau of Public Roads 2
Office
C C Kelley
C L MacVicar

Testing Engineer.

Form 108-A—10140.

main office

Oregon State Highway Commission

P A Ore 941 Report of Compression Test

Date reported 1/13/28 Lab. No. 11941

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Jelsenville

To be used ... concrete pavement ..... Sampled by .....

Cylinder #119

Date cast 12/16/28

Date broken 1/15/28

Age 28 days

Station 874 plus 90

Slump 1½"

Break lbs per sq in 5396

CC U Bureau of Public Roads 2
Office
C C Kelley
C A Hoefler

.....
Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 1/13/23 Lab. No. 11961

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used ..concrete pavement..... Sampled by .....

Cylinder #119

Date cast 12/16/22

Date broken 1/13/23

Age 28 days

Station 571 plus 90

Slump 1½"

Break lbs per sq in 3596 ✓

cc U SBureau of Public Roads 2
Office
O C Kelley
O E MacVicar

.....
Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Cre 461 Report of Compression Test

Date reported 1/12/23 Lab. No. 13860

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #110

Date cast 12/15/22

Date broken 1/12/23

Age 28 days

Station 561 plus 10

Slump 1½"

Break lbs per sq in 2676

cc U S Bureau of Public Roads 2
Office
C C Kelly
C E MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 1/12/23 Lab. No. 13860

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #118

Date cast 12/15/22

Date broken 1/12/23

Age 28 days

Station 561 plus 10

Slump 1½"

Break lbs per sq in 2476 ✓

cc U S Bureau of Public Roads 2
Office
C C Kelly ✓
C E MacVicar

.....
Testing Engineer.

Form 108-A—10140.

Oregon State Highway Commission

F A Ore 641 Report of Compression Test

Date reported 1/10/23 Lab. No. 18857

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Coquille-Coleville

To be used Concrete pavement Sampled by .....

Cylinder #116

Date cast 12/15/22

Date broken 1/10/23

Age 26 days

Station 543 plus 25

Slump 1½"

Break lbs per sq in 3596

cc U S Bureau of Public Roads 2
Office
C C Kelley
C E MacVicar

Testing Engineer.

Form 108-A—10143

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 1/10/23 Lab. No. 13857

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Oamyanville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #116

Date cast 12/13/22

Date broken 1/10/23

Age 28 days

Station 543 plus 25

Slump 1½"

Break lbs per sq in 3396

CC U S Bureau of Public Roads 2
Office
C C Kelley
G S MacVicar

Testing Engineer.

Form 103-A—10140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 1/9/23 Lab. No. 15866

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Cylinder #116

Date cast 12/12 /22

Date broken 1/9/23

Age 28 days

Station 881 plus 50

Slump 1½"

Break lbs per sq in 2265

CCU S Bureau of Public Roads 2
Office
O O Kelley
O S MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 1/9/23 Lab. No. 13856

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Cylinder #115

Date cast 12/12 /22

Date broken 1/9/23

Age 28 days

Station 831 plus 80

Slump 1½"

Break lbs per sq in 2265

OCU S Bureau of Public Roads 2
Office
O C Kelley
O E MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F Acre #61 Report of Compression Test

Date reported 1/7/25 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used Concrete pavement Sampled by .....

Lab#	13866	13845
Cylinder#	114	113
Date cast	12/11/24	12/10/24
Date broken	1/8/25	1/7/25
Age days	28	29
Station	524 plus 00	515 plus 35
Slump	1	1½
Break lbs per sq in.	3185	2547 ✓

00 U S Bureau of Public Roads 2
Office
C J Kelley
G K MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 161

Date reported 1/7/25

Source Beaver plant

Quantity represented 833 bbls.

To be used concrete pavement

County Douglas

Job Canyonville-Galesville

Date sampled

Brand Beaver

Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No.		GFSA					240	445	Passes 28 day tests
13769	239	50731	13.2	2 - 00	5 - 00	OK	235	460	
							275	425	
							250	445	
Lab. No.		S P					250	455	Passes 28 day tests
13770	299	23118	13.1	1 - 50	5 - 00	OK	250	455	
							240	450	
							240	455	
Lab. No.		S P					270	440	Passes 28 day tests
13771	2588	88362	13.5	2 - 00	4 - 50	OK	250	395	
							255	415	
							250	410	
Lab. No.									
H. D.									
Lab. No.									
H. D.									
Lab. No.									
H. D.									
Lab. No.									
H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G MacVicar

OK

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

7 ACre 461 Report of Compression Test

Date reported 1/7/28 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	15655	15645
Cylinder#	114	115
Date cast	12/11/27	12/10/27
Date broken	1/8/28	1/7/28
Age days	28	28
Station	824 plus 00	815 plus 35
Slump	1	1½
Break lbs per sq in.	3185	2547

CJ U S Bureau of Public Roads 2
Office
J C Kelley
G E MacVicar

..... Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported 1/7/25

Source Beaver plant

Quantity represented 835 bbls.

To be used concrete pavement

County Douglas

Job Canyonville-Galesville

Date sampled

Brand Beaver

Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 18787	269	OESA 50731	15.2	2 - 00	5 - 00	OK	240 235 275 250	445 460 435 443	Passes 28 day tests
Lab. No. 18790	269	S P 25118	13.1	1 - 50	5 - 00	OK	250 260 240 240	455 456 458 456	Passes 28 day tests
Lab. No. 18791	2588	S P 56362	13.3	2 - 00	4 - 50	OK	270 250 255 258	440 385 415 410	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G MacVicar

Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

6/

Job Name Canyonville - Galesville

Highway Pacific

County Douglas Job Prefix 10 P.B.

Date Jan 6, 1923.

Week from Dec 30 to Jan 6

Mail Address Canyonville, Ore

Telegraph or Telephone Address Do.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Driving piles for Br. No. 0 to 400.

Sprinkler & Watering tank been put on maintenance work.

Peterson working on office records.

RECEIVED
JAN 10 1923
SPEC
STATE HIGHWAY

Weather - mostly rain.

Signed Geo E Maddux

Title Res Engr

(See back of this sheet for instructions and detailed information.)

Form 108-A—19140.

GRADING CONSTRUCTION

Total miles of grading on project 11½

Miles completed 8

Miles completed except finishing 3½

Miles covered by contractor's forces 11½

Miles cross-sectioned 11½

Miles cross-sections completed and checked 4

Miles to be remeasured 5½

Number men in Engineering Party 2

Contractor's average force for week 20 *men,*

3 *teams,* ✓ *steam shovels*

Grading work will be completed about Jan. 31-23

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11½

Miles paving completed 11½

Average daily sq. yds. this week ✓

Miles shoulders completed both sides 8 (2 not shoulder)

Contractor's average force for week .....*men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place 100%

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P.B. *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression 2-st

Date reported 1/6/22 Lab. No. 13838

Source Field No.

County Douglas

Quantity represented Job Canyonville-Calerville

To be used concrete pavement Sampled by

Cylinder #111

Date cast 12/8/22

Date broken 1/5/22

Age 26 days

Station 438 plus 55

Slump 1½"

Break lbs per sq in 3112

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C E MacVicar

Testing Engineer.

Form 108-A—10140.

Oregon State Highway Commission

F A Ore #75 Report of Compression Test

Date reported 1##/25 Lab. No. 15847

Source ..... Field No. .....

..... County Washington

Quantity represented ..... Job Newberg-Unit Co line

To be used concrete pavement Sampled by .....

Cylinder #17

Date cast 12/2/22

Date broken 1/2/25

Age 25 days

Station 661 plus 00

Slump 1

Break lbs per sq in 3115

NOTED
W. D. CLARKE

CC U S Bureau of Public Roads 2
W D Clarke
E A Collier

.....
Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 1/6/23 Lab. No. 12846

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Calapooya

To be used concrete pavement Sampled by .....

Cylinder #112

Date cast 12/9/22

Date broken 1/6/23

Age 28 days

Station 807 plus 00

Slump 1¾"

Break lbs per sq in 3265

CC U S Bureau of Public Roads
Office
J C Kelley
C A MacVicar

Testing Engineer.

Form 103-D—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 1/6/25

Source Denver plant

Quantity represented 580 bbls.

To be used concrete pavement

County Douglas

Job Canyonville-Colesville

Date sampled

Brand Ben-ef

Sampled by L. P. Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13762 H. D.	251	S P 36882	14.1	1 - 40	4 - 00	OK	265 270 260 265	400 420 415 412	Passes 28 day tests
Lab. No. 13763 H. D.	249	NSPC 11798	14.7	1 - 40	4 - 00	OK	265 280 280 275	455 475 465 465	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

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C E MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 1/6/25 County Douglas

Source Boxer plant Job Canyonville-Galesville

Date sampled

Quantity represented 880 bbls. Brand Boxer

To be used concrete pavement Sampled by

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13762 H. D.	231	S P 36552	14.1	1 - 40	4 - 00	OK	265 270 260 265	400 420 415 412	Passes 28 day tests
Lab. No. 13763 H. D.	269	B&O 11798	14.7	1 - 40	4 - 00	OK	265 280 290 275	455 475 465 465	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

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H. H. Allen

Testing Engineer.

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Oregon State Highway Commission

P A Ore #61 Report of Compression Test

Date reported 1/6/25

Source

Quantity represented

To be used Concrete pavement

Lab. No. 13846

Field No.

County Douglas

Job Sawyerville-Glenville

Sampled by

Cylinder #112

Date cast 12/9/24

Date broken 1/6/25

Age 28 days

Station 507 plus 00

Slump 1½"

Break lbs per sq in 3268

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G E MacVicar

Testing Engineer.

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Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 1/5/23 Lab. No. 13838

Source Field No.

County Douglas

Quantity represented Job Canyonville-Glendale

To be used concrete pavement Sampled by

Cylinder #111

Date cast 12/8/22

Date broken 1/5/23

Age 28 days

Station 498 plus 56

Slump 1½"

Break lbs per sq in 3115 ✓

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G E MacVicar

Testing Engineer.

Form 103-B—10140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 1/5/28 [illegible]

Source Beaver plant

Quantity represented 867 bbls.

To be used some rete pavement

County Douglas

Job Canyonville-Galesville

Date sampled

Brand Beaver

Sampled by L. J. Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13758 H. D.	289	S P 25950	15.1	OK	OK	OK	255 230 265 260	380 405 450 445	Passes 28 day tests
Lab. No. 13759 H. D.	289	S P 61643	15.0	OK	OK	OK	235 250 245 255	375 405 400 395	Passes 28 day tests
Lab. No. 13755 H. D.	289	S P 23677	14.8	OK	OK	OK	275 250 285 270	455 440 440 445	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

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G E MacVicar

Testing Engineer.

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Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 1/4/25 Lab. No. 10837

Source Field No.

County Douglas

Quantity represented Job Canyonville-Glendale

To be used concrete pavement Sampled by

Lab #110

Date cast 12/7/22

Date broken 1/4/25

Age 28 days

Station 491 plus 30

Slump 1

Break lbs per sq in 3600

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Testing Engineer.

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Oregon State Highway Commission

F A Ore 461 Report of Cement Tests

Date reported 1/5/28

Source Beaver plant

Quantity represented 867 bbls.

To be used some rote pavement

County Douglas

Job Canyonville-Oakesville

Date sampled

Brand Beaver

Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13783 H. D.	289	S P 25950	13.1	OK	OK	OK	255 250 265 260	380 405 450 445	Passes 28 day tests
Lab. No. 13789 H. D.	289	S P 61643	15.0	OK	OK	OK	235 250 315 285	385 405 490 595	Passes 28 day tests
Lab. No. 13755 H. D.	289	S P 23677	14.8	OK	OK	OK	275 250 285 270	455 440 440 445	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 441 Report of Compression Test

Date reported 1/4/23 Lab. No. 13837

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Sph #110

Date cast 12/7/22

Date broken 1/4/23

Age 28 days

Station 491 plus 30

Slump 1

Break lbs per sq in 3600

CC U S Bureau of Public Roads
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G E MacVicar

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Testing Engineer.

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Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 1/3/25

County Douglas

Source Beaver plant

Job Canyonville-Calesville

Date sampled

Quantity represented 578 bbls.

Brand Beaver

To be used concrete pavement

Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15744 H. D.	289	U P 10784	14.4	OK	OK	OK	240 255 270 255	370 430 435 408	Passes 28 day tests
Lab. No. 15745 H. D.	289	U P 71528	14.9	OK	OK	OK	220 250 245 232	400 435 445 427	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

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Form 103-A—19140.

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F A 0,0 #61 Report of Compression Test

Date reported 1/3/23 Lab. No. 13038

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #109

Date cast 12/6/22

Date broken 12/3/22

Age 28 days

Station 882 plus 55

Slump 1

Break lbs per sq in 1627 ?

CC U S Bureau of Public Roads 2
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Oregon State Highway Commission

F A Q. e #61 Report of Compression Test

Date reported 1/3/23 Lab. No. 13628

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #109

Date cast 12/6/22

Date broken 12/3/22

Age 28 days

Station 883 plus 35

Slump 1

Break lbs per sq in 1627

CC U S Bureau of Public Roads 2
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C C Kelly
S K Shaffner

.....
Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported 1/3/25 County Douglas

Source Beaver plant Job Canyonville-Galesville

Date sampled

Quantity represented 678 bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13744 H. D.	200	U P 10784	14.4	OK	OK	OK	340 365 370 385	370 420 425 408	Passes 28 day tests
Lab. No. 13745 H. D.	289	U P 71388	14.9	OK	OK	OK	230 250 245 232	400 435 445 427	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

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Office
G C Kelley
G S Knudson

L P Baker

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

FA Ore #61 Report of Cement Tests

Date reported 1/2/25 County Douglas

Source Beaver plant Job Canyonville-Galesville

Date sampled

Quantity represented 982 bbls. Brand Beaver

To be used Concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13729 H. D.	175	G N 205205	14.8	1 - 10	3 - 30	OK	255 240 230 242	415 420 425 445	Passes 28 day tests
Lab. No. 13730 H. D.	289	S P 18483	15.8	1 - 10	4 - 00	OK	235 225 235 248	410 465 520 465	Passes 28 day tests
Lab. No. 13735 H. D.	231	GN 121328	15.3	2 - 20	5 - 00	OK	225 230 255 237	465 475 460 466	Passes 28 day tests
Lab. No. 13736 H. D.	289	U P 12143	15.4	2 - 40	5 - 00	OK	225 235 240 233	490 475 415 460	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

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C&L

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 1/2/28 Lab. No. 13827

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #108

Date cast 12/4/28

Date broken 1/2/28

Age 28 days

Station 474 plus 50

Slump 1"

Break lbs per sq in 3042

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Testing Engineer

Form 103-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 1/2/23 Lab. No. 13287

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #108

Date cast 12/4/22

Date broken 1/2/23

Age 28 days

Station 474 plus 50

Slump 1"

Break lbs per sq in 3042

CC U S Bureau of Public Roads 2
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O E MacVicar

.....
Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

FA Ore 461 Report of Cement Tests

Date reported 1/2/25 County Douglas

Source Beaver plant Job Canyonville-Galesville

Date sampled

Quantity represented 902 bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15729 H. D.	178	G N 205205	14.8	1 - 10	3 - 30	OK	238 240 230 242	415 420 425 445	Passes 28 day tests
Lab. No. 15730 H. D.	289	S P 18435	15.5	1 - 10	4 - 00	OK	235 225 235 240	410 465 420 465	Passes 28 day tests
Lab. No. 15736 H. D.	251	GN 121528	15.3	2 - 20	5 - 00	OK	225 250 255 237	465 475 460 464	Passes 28 day tests
Lab. No. 15736 H. D.	289	U P 12148	15.4	2 - 40	5 - 00	OK	225 255 240 253	490 475 415 460	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
Office
C O Kelley
G K MacVicar

Testing Engi

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 12/30/22 Lab. No. 13884

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #107

Date cast 12/2/22

Date broken 12/30/22

Age 28 days

Station 466 plus 40

Slump 1"

Break lbs per sq in 3122

cc U S Bureau of Public Roads 2
Office
C O Kelley
G E MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 12/30/22 Lab. No. 13826

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #107

Date cast 12/2/22

Date broken 12/30/22

Age 28 days

Station 466 plus 40

Slump 1"

Break lbs per sq in 2128

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

.....
Testing Engineer.

Form No. 89.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
JAN 3 1923

Date Dec. 30, 1922

Job Name Canyonville - Galesville

Week from Dec. 18 to Dec. 30

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Co.

County Douglas Job Prefix C P R

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractors forces busy on shoulders, ditching and grading but owing to the heavy rains down here this week progress has been rather slow.

Slides have increased in the canyon so both trucks have been busy between Canyonville and Galesville removing them. One slide completely covered the pavement above the concrete bridge but we have it almost removed so traffic is not hindered by it in any way.

Signed Geo. E. MacVicar

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

Form 103-A—10140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 12/29/22 Lab. No. 13818

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Cylinder #106

Date cast 12/1/22

Date broken 12/29/22

Age 28 days

Station 462 plus 20

Slump 1¼"

Break lbs per sq in 1627

CC U Bureau of Public Roads 2
Office
3 OKelley
6 K MacVicar

/s/ [illegible]

Testing Engineer.

Form 102-B--13140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 161

Date reported 12/29/22

Source Beaver plant

Quantity represented 289 bbls.

To be used concrete pavement

County Douglas

Job Canyonville-Galesville

Date sampled

Brand Beaver

Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 12719 H. D.	289	N P 171552	OK	2 - 20	4 - 50	OK	260 245 235 247	465 440 425 455	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
S A MacVicar

Testing Engineer.

Form 102-H—10140.

Oregon State Highway Commission

F A Ore 461 Report of Cement Tests

Date reported 12/27/22 County Douglas

Source Beaver plant Job Canyonville-Galesville

Date sampled

Quantity represented ..... bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13710 H. D.		Bin #4	17.6	3 - 20	5 - 00	OK	220 225 260 252	406 395 365 388	Passes 28 day tests
Lab. No. 13711 H. D.		Bin #4	18.2	2 - 35	4 - 50	OK	215 280 190 228	430 425 445 450	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
Office
C G Kelley
G E MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 12/29/22 Lab. No. 12816

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #106

Date cast 12/1/22

Date broken 12/29/22

Age 28 days

Station 462 plus 20

Slump 1½"

Break lbs per sq in 1627

CC U Bureau of Public Roads 2
Office
C CKelley
G E MacVicar

.....
Testing

.....
Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 12/29/22 County Douglas

Source Beaver plant Job Canyonville-Galesville

Date sampled

Quantity represented 289 bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 18719 H. D.	289	B P 171652	OK	2 - 20	4 - 50	OK	260 245 225 247	465 440 455 455	Passed 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
G C Kelley
G R MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported 12/27/32 — County Douglas

Source Beaver plant — Job Canyonville-Galesville

Date sampled

Quantity represented ..... bbls. — Brand Beaver

To be used concrete pavement — Sampled by L. R. Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13710 H. D.		Bin #4	17.6	2 - 20	5 - 30	OK	220 235 ~~242~~ 252	405 395 ~~360~~ 380	Passes 28 day tests
Lab. No. 13711 H. D.		Bin #4	18.2	2 - 25	4 - 50	OK	215 200 ~~190~~ 228	420 425 ~~445~~ 430	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
J C Kelley
E K MacVicar

Testing Engineer.

December 27, 1922

Bowerman & Kavanaugh,
Attorneys at Law,
907 Yeon Building,
Portland, Oregon.

Attention Mr. Bowerman.

Gentlemen:

In response to your inquiry of December 26th beg to advise that the surety on the bond for S. A. Meseri on the Canyonville-Galesville Section is the United States Fidelity & Guaranty Company for whom J. L. Hartman and Co., Chamber of Commerce Building, Portland, is the resident agent. This is our contract No. 510, more definitely described as 11.1 miles of paving between Canyonville and Galesville on the Pacific Highway in Douglas County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

BAK:LM

12/22/31

Bureau of PublicRoads,
Post Office Building,
Portland, Oregon

FR 61

Gentlemen:

Herewith we are enclosing four copies of Voucher on the Canyonville-Galesville Section, Oregon Project No. 61 in the amount of $28,539.85 .

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer .

Dic by J. W. DeSousa
AF

Encl.

Form 101-B—19140.

Oregon State Highway Commission

Report of Cement Tests

FA Ore 161

Date reported 12/24/32 ..... County Douglas .....

Source Beaver plant ..... Job Sangerville-Delcville .....

..... Date sampled .....

Quantity represented 922 ..... bbls. Brand Beaver .....

To be used concrete pavement ..... Sampled by L P Baker .....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 18708 H. D.	231	S P 24771	15.0	1 - 40	5 - 30	OK	215 235 240 250	390 405 380 388	Passes 28 day tests
Lab. No. 18704 H. D.	231	S P 27461	16.0	1 - 45	5 - 45	OK	200 220 215 212	340 370 360 357	Passes 28 day tests
Lab. No. 18687 H. D.	231	C P 210282	14.1	1 - 40	6 - 10	OK	245 260 235 247	390 410 435 412	Passes 28 day tests
Lab. No. 18688 H. D.	231	C&NW 127938	14.8	1 - 35	5 - 30	OK	210 255 230 232	430 400 385 405	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

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O A MacVicar

Testing Eng

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 12/26/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab'y	15815	15814	15825
Cylinder'y	104	105	120
Date cast	11/28/22	11/27/22	12/17/22
Date broken	12/26/22	12/26/22	12/26/22
Age days	28	29	9
Station	446 plus 60	455 plus 15	600 plus75
Slump	1½	1½	1½
Break lbs per sq in.	2406	1980	1567

CC U S Bureau of Public Roads R
Office
C C Kelley
C E MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

FA Ore 161

Date reported 12/26/42 County Douglas

Source Beaver plant Job Canyonville-Glendale

Date sampled

Quantity represented 922 bbls. Brand Beaver

To be used concrete pavement Sampled by L. P. Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13705 H. D.	251	S P 34771	15.0	1 - 40	6 - 30	OK	215 256 240 250	380 405 380 388	Passes 28 day tests
Lab. No. 1.704 H. D.	251	S P 27461	16.0	1 - 45	5 - 45	OK	200 220 216 213	340 370 360 357	Passes 28 day tests
Lab. No. 13687 H. D.	251	C P 210288	14.1	1 - 40	6 - 10	OK	248 260 235 247	390 410 435 412	Passes 28 day tests
Lab. No. 13688 H. D.	251	C&W 127938	14.9	1 - 35	5 - 50	OK	210 235 220 222	420 400 385 402	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

U S Bureau of Public Roads 2
Office
O C Kelley
G K MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 12/26/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab	13815	13814	13825
Cylinder	104	103	120
Date cast	11/28/22	11/27/22	12/17/22
Date broken	12/26/22	12/26/22	12/26/22
Age days	28	29	9
Station	446 plus 60	435 plus 15	560 plus75
Slump	1½	1½	1½
Break lbs per sq in.	2406	1980	1567

CC U S Bureau of Public Roads 2
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C C Kelley
G H MacVicar

Testing Engineer.

J. P. KAVANAUGH

JAY BOWERMAN

BOWERMAN & KAVANAUGH
LAW OFFICES
907 YEON BUILDING
PHONE MAIN 870

PORTLAND, OREGON.

December 26, 1922

RECEIVED
DEC 27 1922

State Highway Commission,
Salem, Oregon.

Gentlemen:

This is to advise you that there is a balance owing from S. A. Moceri to H. F. Morrison for hauling construction material on what is known as the Canyonville-Galesville section of the Pacific Highway. This hauling was done by Mr. Morrison under agreement with Mr. Moceri who was your contractor on the above job. The balance unpaid is $15,607.62. Mr. Moceri states that he has been delayed in receiving his final estimates.

Will you please furnish us the name of the surety on Mr. Moceri's bond?

Yours respectfully,

JB:B

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 12/23/22 Lab. No. 15028

Source B Field No. Canyonville-Galesville

County Douglas

Quantity represented Job

To be used concrete pavement Sampled by

Cylinder #119

Date cast 12/16/22

Date broken 12/23/22

Age 7 days

Station 871 plus 90

Slump 1¼"

Break lbs per sq in 1152

CC U Bureau of Public Roads 2
Office
C CKelley
C E MacVicar

Testing Engineer.

Form 108-A—10140.

Oregon State Highway Commission

Y A Ore 461 Report of Compression Test

Date reported 12/23/22 Lab. No. 13023

Source B Field No. Canyonville-Galesville

County Douglas

Quantity represented Job

To be used concrete pavement Sampled by

Cylinder #119

Date cast 12/16/22

Date broken 12/23/22

Age 7 days

Station 571 plus 90

Lump 4"

Break lbs per sq in 1132

CC U SBureau of Public Roads 2
Office
C OKelley
G E MacVicar

Testing Engineer.

Form No. 39.

64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job Name Douglas Co. Line

Highway Coast

County Douglas Job Prefix 10 PB.

Date Dec. 23, 1932

Week from Dec. 18 to Dec. 23

Mail Address Drain Ore

Telegraph or Telephone Address Do.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractors forces are busy on shoulders, ditching and grading

It will take about 35 days to complete grading.

The upper double strip pavement was opened for traffic Friday, it having cured 45 and 50 days.

Truck and 5 men on Slides between Canyonville and Galesville

Engr Crew on reinforcement work

Weather - Very mild

DEC 28 1932
OREGON

(See back of this sheet for instructions and detailed information.)

Signed Geo. E. Matheson

Title Res. Engr.

Testing Engin

Form 108-B—19140.

GRADING CONSTRUCTION

Total miles of grading on project 11 1/2

Miles completed 6 1/2

Miles completed except finishing 7

Miles covered by contractor's forces 11 1/2

Miles cross-sectioned 11 1/2

Miles cross-sections completed and checked 3

Miles to be remeasured 5 1/2

Number men in Engineering Party 6

Contractor's average force for week 24 *men,*

2 *teams,* - *steam shovels*

Grading work will be completed about Jan 25 1923

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .....*men,*

..... *teams,* .....*trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week .....*men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 PB *Percentage* 100

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Form 108-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 12/22/36 County Douglas

Source Beaver plant Job Canyonville-Glendale

Date sampled

Quantity represented bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No.		CANW					235	370	Passes 28 day tests
15084	281	180282	15.7	2 -	15 4 - 50	OK	265	350	
H. D.							256	405	
							252	373	
Lab. No.									
H. D.									
Lab. No.									
H. D.									
Lab. No.									
H. D.									
Lab. No.									
H. D.									
Lab. No.									
H. D.									

CC U Bureau of Public Roads R
Office
C O Kelley
G MacVicar

Testing Engin

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 12/22/28 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Glendale

To be used concrete pavement Sampled by

Cylinder#	101	110
Lab#	15811	15819
Date cast	11/24/28	12/15/28
Date broken	12/22/28	12/22/28
Age days	28	7
Station	417 plus 75	561 plus 10
Slump		4½
Break lbs per sq in.	2265	648

CC U S Bureau of Public Roads 2
Office
C O Kelly
H A Hoffman

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 12/22/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Cylinder	101	118
Lab	15811	15819
Date cast	11/24/22	12/15/22
Date broken	12/22/22	12/22/22
Age days	28	7
Station	417 plus 75	561 plus 10
Slump		1¼
Break lbs per sq in.	2265	848

CC U S Bureau of Public Roads 2
Office
O O Kelley
O S MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 961

Date reported 12/22/32 ..... County Douglas .....

Source Beaver plant ..... Job Canyonville-Glendale .....

..... Date sampled .....

Quantity represented ..... bbls. Brand Beaver .....

To be used concrete pavement ..... Sampled by L P Baker .....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13684 H. D.	251	GANW 150282	15.7	2 -	15 4 - 50	OK	235 265 256 264	370 350 405 378	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U Bureau of Public Roads R
Office
C C Kelley
G MacVicar

Testing Engineer.

December 21, 1922

Mr. Frank J. Meuner,
Perkins Bld'g.,
Roseburg, Ore.

Dear Sir:

Your letter of the 14th addressed to the State Highway Commission concerning the complaint made by Mr. Watzig against Mr. Moceri on account of there being left on Mr. Watzig's land a pile of gravel or rock accumulated during the highway construction work done by Mr. Moceri has been handed to me for reply.

I do not know that the Highway Commission can be of any service to you in this matter, but with the hope that we may lend some aid I have written to Mr. Moceri concerning this complaint and am enclosing, for your information, a copy of the letter.

Should I get a reply from Mr. Moceri I will send you a copy of the same.

Yours truly,

JMD:AAP
Encl. 1

Assistant Attorney General.

PR 61

December 21, 1922

Mr. J. A. Keeri,
Roseburg, Ore.

Dear Sir:

A complaint has been made to the Highway Department that in connection with your construction work in Douglas County you left upon the land of Mr. Watzig a large pile of rock or gravel and it is claimed that the depositing of this material upon Mr. Watzig's land has caused him considerable inconvenience and damage.

Your attention is called to that portion of your contract which requires the contractor to protect private property during his operations and makes him liable for any damage resulting to private property by reason of the acts of the contractor.

Will you please take up with Mr. Watzig his grievance and advise this office as to your attitude with reference to this complaint?

Yours very truly,

Assistant Attorney General.

JMD:AAP
CC: Frank J. Nonner

Form 103-B—19146.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported 12/21/22

Source ..... Beaver plant

.....

Quantity represented ..... 462 ..... bbls.

To be used ..... concrete pavement

County ..... Douglas

Job ..... Canyonville-Galesville

Date sampled .....

Brand ..... Beaver

Sampled by ..... L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13676 H. D.	231	N P 46458	20.2	2 - 20	5 - 10	OK	232 262 260 240	360 370 400 377	Passes 28 day tests
Lab. No. 13677 H. D.	231	31.37 126822	20.0	2 - 00	4 - 50	OK	275 227 250 247	375 395 400 390	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

COU Bureau of Public Roads 4
Office
O C Kelley
O E MacVicar

L. P. Baker

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 12/21/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13803	13818
Cylinder#	100	117
Date cast	11/25/22	12/14/22
Date broken	12/21/22	12/21/22
Age days	28	7
Station	409 plus 60	552 plus 20
Slump	1½	1½
Break lbs per sq in.	1486	1627

7

CC U S Bureau of Public Roads 2
Office
C C Kelley
G S MacVicar

Testing Engineer.

Form 102-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported ..... 12/21/22 ..... County .....

Source ..... Beaver plant ..... Job .....

..... Date sampled .....

Quantity represented ..... 462 ..... bbls. Brand ..... Beaver .....

To be used ..... concrete pavement ..... Sampled by ..... L P Baker .....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13676 H. D.	231	N P 45456	20.2	2 - 20	5 - 10	OK	252 262 250 240	360 370 400 377	Passes 28 day tests
Lab. No. 13677 H. D.	231	31.37 126832	20.0	2 - 00	4 - 50	OK	275 227 258 247	375 395 402 390	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

OCU Bureau of Public Roads 2
Office/
O O Kelley
S K MacVicar

..... Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Cre 161 Report of Compression Test

Date reported 12/21/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13803	13813
Cylinder#	100	117
Date cast	11/23/22	12/14/22
Date broken	12/21/22	12/21/22
Age days	28	7
Station	439 plus 60	552 plus 20
Slump	1½	1½
Break lbs per sq in.	1496	1627

CC U S Bureau of Public Roads 2
Office
C O Kelley
O E MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 12/20/22 ..... County Douglas .....

Source ..... Denver plant ..... Job Canyonville-Galesville .....

..... Date sampled .....

Quantity represented ...289..... bbls. Brand Denver .....

To be used ....concrete pavement..... Sampled by .....L. P. Baker.....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15670 H. D.	289	S P 25964	20.8	2 - 30	5 - 00	OK	220 200 230 217	356 348 368 365	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

.....
Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 12/30/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13802	13812
Cylinder#	99	115
Date cast	11/22/22	12/13/22
Date broken	12/20/22	12/20/22
Age days	28	7
Station	400 plus 80	545 plus 25
Slump	2	1½
Break lbs per sq in.	1415	1627

7 ✓

CC U S Bureau of Public Roads 2
Office
C C Kelley
S E MacVicar

Testing Engineer.

Form 101-B—19140.

Oregon State Highway Commission

(Oregon) Report of Cement Tests

F A Ore 461

Date reported 12/20/21

Source ..... Beaver plant .....

.....

Quantity represented ... 289 ..... bbls.

To be used ... concrete pavement .....

County Douglas .....

Job ... Canyonville-Oakville .....

Date sampled .....

Brand Beaver .....

Sampled by ..... L. P. Baker .....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13670 H. D.	289	S P 25964	20.3	2 - 30	5 - 00	OK	230 200 250 217	356 345 365 355	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

Cc U S Bureau of Public Roads 2
Office
C C Kelley
C E MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 461 (1) Report of Compression Test

Date reported 12/20/22

Source .....

.....

Quantity represented .....

To be used concrete pavement

Lab. No. .....

Field No. .....

County Douglas

Job Canyonville-Galesville

Sampled by .....

Lab#	13802	13812
Cylinder#	99	116
Date cast	11/22/22	12/13/22
Date broken	12/20/22	12/20/22
Age days	28	7
Station	400 plus 80	545 plus 25
Slump	2	1½
Break lbs per sq in.	1415	1627

cc U S Bureau of Public Roads 2
Office
C C Kelley
G S MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

F A Ore 461 Oregon **Report of Cement Tests**

Date reported 11/13/22 County Douglas

Source Beaver plant Job Ca...ville-Idleville

Date sampled

Quantity represented 2121122 bbls. Brand Beaver

To be used ...Concrete pavement Sampled by L. R. Smith

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13648 H. D.	280	S P 23049	21.0	2 - 20	5 - 10	OK	275 225 250 250	405 410 410 418	Passes 28 day tests
Lab. No. 13769 H. D.	269	GHSA 50731	15.2	2 - 00	5 - 00	OK	240 225 275 250		Passes 7 day tests
Lab. No. 13770 H. D.	289	S P 23118	15.1	1 - 50	5 - 00	OK	230 250 240 240		Passes 7 day tests
Lab. No. 13771 H. D.	255	S P 68362	15.3	2 - 00	4 - 50	OK	270 250 255 258		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
CC Kelley
C A MacVicar

L. R. Smith

Testing Engineer.

Form 108-A—10140.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 12/19/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab.	15004	15801	15805	15806
Cylinder	113	97	114	115
Date cast	12/10/22	11/20/22	12/11/22	12/13/22
Date broken	12/19/22	12/19/22	12/19/22	12/19/22
Age days	9	29	8	7
Station	515 plus 35	578 plus 00	524 plus 00	551 plus 00
Slump	1½	1½	1	1½
Break lbs per sq in.	848	2122	1344	778

CC U S Bureau of Public Roads 2 Offices
C C Kelley
G E MacViear

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 461

Report of Compression Test

Date reported 12/19/22

Source

County Douglas

Quantity represented

Job Camp ville-Galesville

To be used concrete--pavement

Sampled by

Lab#	15804	15801	15805	15806
Cylinder	113	97	114	115
Date cast	12/10/22	11/20/22	12/11/22	12/12/22
Date broken	12/19/22	12/19/22	12/19/22	12/19/22
Age days	9	29	8	7
Station	815 plus 35	378 plus 00	824 plus 00	831 plus 80
Slump	½	1½	1	½
Break lbs per sq in.	848	2122	1344	778

cc U S Bureau of Public Roads 2
Office
C C Kelley
G B MacVicar

Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

6-7

Date Dec. 16, 1932

Job Name Canyonville-Galesville

Week from Dec. 11 to Dec. 16

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address Do

County Douglas Job Prefix 10 P.D.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Finished pouring Concrete today (Sunday) at 12⁰⁰ noon.

Will take forty days to complete grading.

Four defective half-sign panels will be replaced at the end of curing period.

All pavement being held for forty-five to sixty days, before opening.

Weather - mostly clear.

OK

(See back of this sheet for instructions and detailed information.)

Signed Geo. E. Mackbair

Title Asst Engr.

GRADING CONSTRUCTION

Total miles of grading on project 11 L

Miles completed 4 5

Miles completed except finishing 6 6

Miles covered by contractor's forces 11 L

Miles cross-sectioned 11 L

Miles cross-sections completed and checked 3.0

Miles to be remeasured 7 0

Number men in Engineering Party 6

Contractor's average force for week 10 *men,*

2 *teams,* ✓ *steam shovels*

Grading work will be completed about Jan. 25 - 1923

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11 L

Miles paving completed 11 L

Average daily sq. yds. this week 1156

Miles shoulders completed both sides 6 0

Contractor's average force for week 66 *men,*

2 *teams,* 8 *trucks*

Percentage of total required yardage now in place 100 %

Job will be completed about

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 P B *Percentage* 100

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

Form 108-A—19146.

Oregon State Highway Commission

F A Ore 761 Report of Compression Test

Date reported 12/16/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13790	13791	13709
Cylinder#	111	112	96
Date cast	12/9/22	12/9/22	11/17/22
Date broken	12/16/22	12/16/22	12/16/22
Age days	8	7	29
Station	498 plus 55	507 plus 00	367 plus 00
Slump	1½	1½	1
Break lbs per sq in.	1132	837	2547

CC U S Bureau of Public Roads 2
Office
C O Kelley
C E MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 161

Date reported 12/16/22 County Douglas

Source Beaver plant Job Canyonville-Galesville

Date sampled

Quantity represented 809 bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13762 H. D.	251	B P 36033	14.1	1 - 40	4 - 00	OK	268 270 260 265		Passes 7 day tests
Lab. No. 13763 H. D.	289	B&O 11790	14.7	1 - 40	4 - 00	OK	255 280 290 275		Passes 7 day tests
Lab. No. 13644 H. D.	289	S P 24264	20.6	2 - 30	5 - 00	OK	320 258 242 251	400 380 418 398	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
Office
C C Kelley
G S MacVicar

U S Kelley

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 161

Date reported 12/16/22

Source Beaver plant

Quantity represented 809 bbls.

To be used Concrete pavement

County Douglas

Job Canyonville-Galesville

Date sampled

Brand Beaver

Sampled by L F Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 12762 H. D.	231	S P 56583	14.1	1 - 40	4 - 00	OK	265 270 260 265		Passes 7 day tests
Lab. No. 12763 H. D.	239	NATC 11798	14.7	1 - 40	4 - 00	OK	255 280 290 275		Passes 7 day tests
Lab. No. 12644 H. D.	239	S P 24264	20.6	2 - 30	5 - 00	OK	230 255 240 232	400 360 415 398	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

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Office
C C Kelley
G A MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 12/16/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used Concrete pavement Sampled by

Lab#	13790	13791	13789
Cylinder#	111	112	96
Date cast	12/8/22	12/9/22	11/17/22
Date broken	12/16/22	12/16/22	12/16/22
Age days	8	7	29
Station	498 plus 55	507 plus 00	347 plus 00
Slump	1½	1½	1
Break lbs per sq in.	1152	657	2547

CC U S Bureau of Public Roads 2
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Testing Engineer.

Form 103-B—10140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 161

Date reported 11/13/22 County Douglas

Source Beaver plant Job Canyonville-Galesville

Date sampled

Quantity represented 2321122 bbls. Brand Beaver

To be used concrete pavement Sampled by L ? Ba er

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15645 H. D.	200	S P 23049	21.0	2 - 20	5 - 10	OK	275 225 250 250	405 410 440 410	Passes 30 day tests
Lab. No. 15769 H. D.	289	GRSA 60731	13.2	2 - 00	5 - 00	OK	240 255 270 250		Passes 7 day tests
Lab. No. 15770 H. D.	289	S P 23118	13.1	1 - 50	5 - 00	OK	230 250 240 240		Passes 7 day tests
Lab. No. 15771 H. D.	255	S P 60362	13.3	2 - 00	4 - 50	OK	270 250 255 250		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

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GG Keller
G S MacVicar

Testing Engineer.

Form 109-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 961

Date reported 12/15/22 County Douglas

Source Beaver plant Job Canyonville-Galesville

Date sampled

Quantity represented 867 ~~2357~~ bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15755 H. D.	289	S P 23677	14.6	OK	OK	OK	275 250 285 270		Passes 7 day tests
Lab. No. 15756 H. D.	289	S P 39690	15.1	OK	OK	OK	255 230 265 260		Passes 7 day tests
Lab. No. 15759 H. D.	289	S P 61645	15.0	OK	OK	OK	235 250 215 235		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.	OC U S Bureau of Public Roads 2 Office C C Talley C E MacVicar								

Testing Engineer.

Form 108-B—10140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 12/15/28 County Douglas

Source Beaver plant Job Canyonville-Glendale

Date sampled

Quantity represented 867 2581 bbls. Brand Beaver

To be used concrete pavement Sampled by L. R. Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13755 H. D.	289	S P 23677	14.8	OK	OK	OK	275 250 255 270		Passes 7 day tests
Lab. No. 13754 H. D.	289	S P 25590	15.1	OK	OK	OK	255 230 265 250		Passes 7 day tests
Lab. No. 13753 H. D.	289	S P 61643	15.0	OK	OK	OK	235 250 215 235		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G L MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 161

Date reported ...12/14/22..... County ...Douglas.....

Source .....Beaver plant..... Job ...Oamyanville-Galesville.....

..... Date sampled .....

Quantity represented .....578..... bbls. Brand .....Beaver.....

To be used .....concrete pavement..... Sampled by .....L. P. Baker.....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13626 H.D.	289	U P 11638	20.4	2 - 30	5 - 10	OK	200 210 215 208	340 406 340 362	Passes 28 day tests
Lab. No. 13627 H.D.	289	S P 26051	20.0	2 - 30	5 - 20	OK	220 195 218 210	365 370 364 367	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C G Kelley
C E MacViear

Testing Engineer.

PR 61 1

Frank J. Neuner
LAWYER
ROOMS 209-11 PERKINS BUILDING
Roseburg, Oregon

December 14, 1922.

State Highway Commission,
State House,
Salem, Oregon.

RECEIVED
DEC 18 1922
LEGAL DEPARTMENT

Gentlemen:

Mr. S. A. Moceri, paving contractor from Tacoma, Washington, who is paving the 11 mile stretch of Pacific Highway south of Canyonville entered into a contract with Mr. O. H. Watzig to purchase 30,000 cu. yds. of sand and gravel from said Watzig at 2cts per yard, which contract or agreement is being carried out.

In taking out and screening this gravel Mr. Moceri has permitted a large pile of of coarse stones to accumulate, causing a pile of stones about 50 feet in height to pile up. This could easily have been avoided by choosing the right side of the bar to work from, or by installing a crusher which he afterwards did, but not until this pile had assumed huge proportions.

Nothing was mentioned in the agreement relative to the disposition of the coarse rocks, however, it was not Mr. Watzig's understanding that such an obstruction be placed on his land. This pile of rocks is near Mr. Watzig's house and near the County road, and has damaged his land considerably.

Mr Watzig has been unable to make any progress in this matter by interviewing Mr. Moceri, and was wondering if the Commission could and would exercise such control over this matter so as to bring Mr. Moceri to time, either by requiring him to move this obstruction or by paying damages therefor.

Thanking you a reply I remain

Respectfully yours,

FJN

Frank J Neuner.

Form 168-A—19140.

Oregon State Highway Commission

F A Ore 61

Report of Compression Test

Date reported 12/14/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Colesville

To be used Concrete pavement Sampled by

Lab#	15769	15779	15770
Cylinder #	95	110	109
Date cast	11/16/22	12/7/22	12/6/22
Date broken	12/14/22	12/14/22	12/14/22
Age days	28	7	8
Station	355 plus 80	491 plus 80	363 plus 86
Slump	2	1	1
Break lbs per sq in.	1766	1152	496

CC U S Bureau of Public Roads 2
Office
C C Kelley
G Z MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 61 Report of Compression Test

Date reported 12/14/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Colesville

To be used concrete pavement Sampled by .....

Lab#	13780	13779	13778
Cylinder #	95	110	109
Date cast	11/16/22	12/7/22	12/8/22
Date broken	12/14/22	12/14/22	12/14/22
Age days	28	7	6
Station	355 plus 80	491 plus 30	383 plus 85
Slump	2	1	1
Break lbs per sq in.	1768	1132	496

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

.....
Testing Engineer.

Form 108-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 961

Date reported ...12/14/22..... County ...Douglas.....

Source .....Beaver plant..... Job ...Sunnyville-Colonville.....

..... Date sampled .....

Quantity represented .....570..... bbls. Brand .....Beaver.....

To be used .....concrete pavement..... Sampled by .....L. ? Baker.....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 15626 H. D.	289	U P 11638	20.4	3 - 30	5 - 10	OK	200 210 215 208	340 405 340 362	Passes 28 day tests
Lab. No. 15627 H. D.	289	S P 86051	20.8	2 - 30	5 - 20	OK	220 195 215 210	365 370 364 367	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G A MacVicar

.....
Testing Engineer.

Form 101-B—19140.

Oregon State Highway Commission

Oregon **Report of Cement Tests**

FAPo 461

Date reported 12/13/22 County Douglas

Source Gold Hill, Ore Job Canyonville-Glendale

Date sampled 12/5/22

Quantity represented 578 bbls. Brand Beaver

To be used concrete pavement Sampled by L. P. Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13744 H. D.	289	U P 10784	14.4	OK	OK	OK	240 255 270 255		Passes 7 day tests
Lab. No. 13745 H. D.	289	U P 71328	14.9	OK	OK	OK	220 230 245 232		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

U S Bureau of Public Roads 2
Office
C C Kelley
G S MacVicar

L. P. Baker

Testing Engineer.

Form 108-A—10140.

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 12/13/22 Lab. No. 18773

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Sanyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #94

Date cast 11/15/22

Date broken 12/13/22

Age 28 days

Station 341 plus 00

Slump 1"

Break lbs per sq in 2971

cc U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 12/13/22 Lab. No. 1277B

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #94

Date cast 11/15/22

Date broken 12/13/22

Age 28 days

Station 341 plus 00

Slump 1"

Break lbs per sq in 2971

CC U S Bureau of Public Roads 2
Office
C C Kelley
S E MacVicar

.....
Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

FA Re 461

Date reported ..12/13/22.....

Source ..Gold Hill, Ore.....

.....

Quantity represented ..572..... bbls.

To be used ..concrete pavement.....

County ..Douglas.....

Job ..Canyonville-G-Leeville.....

Date sampled ..12/5/22.....

Brand ..Beaver.....

Sampled by ..L. P. Baker.....

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13744 H. D.	289	U P 10784	14.4	OK	OK	OK	240 255 272 255		Passes 7 day tests
Lab. No. 13745 H. D.	289	U P 71328	14.9	OK	OK	OK	220 230 245 252		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

U S Bureau of Public Roads 2
Office
O C Kelley
G E MacVicar

.....
Testing Engineer.

Form 108-A—10140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 12/12/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used Concrete pavement Sampled by .....

Lab#	13761	13772
Cylinder #	98	108
Date cast	12/14/22	12/4/22
Date broken	12/12/22	12/12/22
Age days	28	8
Station	356 plus 70	
Slump	1½	1
Break lbs per sq in.	2617	1274

CC U S Bureau of Public Roads 2
Office
O O Kelley
G E MacWhyte

Testing Engineer.

Form 101-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 161

Date reported 12/12/22

Source Beaver plant

Quantity represented 520 bbls.

To be used concrete pavement

County Douglas

Job Oanyonville-Galesville

Date sampled

Brand Beaver

Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13735 H. D.	231	U P 121328	15.5	2 - 20	5 - 00	OK	225 230 255 237 ✓		Passes 7 day tests
Lab. No. 13736 H. D.	289	U P 12145	15.4	2 - 40	5 - 00	OK	225 255 ✓ 240 235		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
O O Kelley
G L MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

F A Ore 961 (Project) **Report of Cement Tests**

Date reported 12/12/22 County Douglas

Source Beaver plant Job Canyonville-Galesville

Date sampled

Quantity represented 520 bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13735 H. D.	231	G N 121526	18.3	2 - 20	5 - 00	OK	225 230 255 237		Passes 7 day tests
Lab. No. 13736 H. D.	289	U P 12143	15.4	2 - 40	5 - 00	OK	225 235 240 233		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 12/12/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Glendale

To be used concrete pavement Sampled by

Lab.	13761	13772
Cylinder #	98	100
Date cast	12/14/22	12/4/22
Date broken	12/12/22	12/12/22
Age days	28	8
Station	338 plus 70	
Slump	1½	1
Break lbs per sq in.	2617	1274

CC U S Bureau of Public Roads 2
Office
O O Kelley
O E MacV[illegible]ar

Testing Engineer.

Form 108-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 12/11/22 — County Douglas

Source Beaver plant — Job Canyonville-Galesville

Date sampled

Quantity represented 982 bbls. — Brand Beaver

To be used concrete pavement — Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13729 H. D.	173	G N 205205	14.6	1 - 10	3 - 30	OK	255 240 ~~250~~ 242		Passes 7 day tests ✓
Lab. No. 13730 H. D.	389	S P 18483	15.6	1 - 10	4 - 00	OK	235 225 ~~285~~ 248		Passes 7 day tests ✓
Lab. No. 13552 H. D.	231	N P 42002	17.0	2 - 05	4 - 50	OK	135 145 ~~145~~ 148	320 325 ~~290~~ 312	Passes 28 day tests
Lab. No. 13579 H. D.	289	S P 88875	20.0	2 - 20	5 - 20	OK	235 235 ~~250~~ 235	455 415 ~~490~~ 425	Passes 28 day tests ✓
Lab. No. 13600 H. D.	289	S P 87476	19.8	2 - 40	6 - 00	OK	260 215 ~~195~~ 227	365 390 ~~400~~ 385	Passes 28 day tests ✓
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
O O Kelley
S A MacVicar

Testing Engineer.

Form 108-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 12/11/22 — County Douglas

Source Beaver plant — Job Canyonville-Galesville

Date sampled

Quantity represented 982 bbls. — Brand Beaver

To be used concrete pavement — Sampled by L F Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13729 H. D.	178	G N 205205	14.5	1 - 10	3 - 30	OK	255 240 230 242		Passes 7 day tests
Lab. No. 13730 H. D.	289	S P 18483	15.5	1 - 10	4 - 00	OK	235 225 285 248		Passes 7 day tests
Lab. No. 13652 H. D.	231	N P 42002	17.0	2 - 05	4 - 50	OK	155 145 145 148	320 325 290 312	Passes 28 day tests
Lab. No. 13679 H. D.	289	S P 88573	20.0	2 - 20	5 - 20	OK	235 235 230 233	455 415 400 423	Passes 28 day tests
Lab. No. 13680 H. D.	289	S P 87476	19.8	2 - 40	6 - 00	OK	260 215 195 227	365 390 400 385	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
G C Kelley
G A MacVicar

Testing Engineer.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec. 9th, 192 2

Job Name Canyonville - Galesville

Week from Dec. 4 to Dec. 9

Mail Address Canyonville, Ore.

Highway Pacific

Telegraph or Telephone Address —

County Douglas Job Prefix 104 PL

Express and Freight Address .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Progress on the work has been very poor, due to the several reasons, shortage of cement, min-grades, and weather conditions. With good weather we should complete paving about the 16th or 17th. We have two and of the cement on hand to complete. Only 3000 feet remains to be paved with asphalt. Pipe has not hathered any so far. Concrete is filling well enough, and I do not think we will have any trouble finishing this season.

Signed Geo. E. Macbean

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11½

Miles completed 4 3

Miles completed except finishing 6 9

Miles covered by contractor's forces 11½

Miles cross-sectioned 11½

Miles cross-sections completed and checked 20

Miles to be remeasured 7.0

Number men in Engineering Party 6

Contractor's average force for week 10 men,

3 teams, ✓ steam shovels

Grading work will be completed about Jan. 20-25.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project 11½

Miles paving completed 10 3

Average daily sq. yds. this week 675

Miles shoulders completed both sides 4 2

Contractor's average force for week 66 men,

2 teams, 10 trucks

Percentage of total required yardage now in place 97%

Job will be completed about Jan. 20-1923

Number men in Engineering Party 6

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 10 PB Percentage 100

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

Form 101-A—10140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 12/9/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Colesville

To be used concrete pavement Sampled by .....

Lab#	13760	13750	13755
Cylinder #	107	91	92
Date cast	12/2/22	11/11/22	11/12/22
Date broken	12/9/22	12/9/22	12/9/22
Age days	7	28	27
Station	466 plus 40	316 plus 55	327 plus 38
Slump	1	1½	1½
Break lbs per sq in	778	3617	2547

CC U S Bureau of Public Roads 2
Office
C O Kelly
H H MacVicar

Testing Engineer.

Form 108-A—19146.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 12/9/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Oakland-Oakville

To be used concrete pavement Sampled by

Lab#	13760	13780	13755
Cylinder #	107	91	92
Date cast	12/2/22	11/11/22	11/12/22
Date broken	12/9/22	12/9/22	12/8/22
Age days	7	28	27
Station	466 plus 40	316 plus 85	327 plus 35
Slump	1	1¼	1½
Break lbs per sq in	778	2617	2547

CC U S Bureau of Public Roads 2
Office
C C Kelley
O A MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 12/8/22 Lab. No. 13754

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Oakville

To be used concrete pavement Sampled by .....

Cylinder #106

Date cast 12/1/22

Date broken 12/8/22

Age 7 days

Station 462 plus 20

Slump 1½"

Break lbs per sq in 425

CC U S Bureau of Public Roads 2
Office
C C Kelley
G B MacVicar

.....
Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 12/8/22 Lab. No. 13754

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #106

Date cast 12/1/22

Date broken 12/8/22

Age 7 days

Station 462 plus 20

Slump 1"

Break lbs per sq in 425

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 108-B—10140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #69

Date reported ..12/7/22.. County ..Douglas..

Source ..Beaver plant.. Job ..Winchester Bridge..

.... Date sampled ..11/8/22..

Quantity represented ..800.. bbls. Brand ..Beaver..

To be used ..Class A and B concrete.. Sampled by ..L. P. Baker..

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13563 H. D.	200	N P 36822	17.8	2 - 00	5 - 00	OK	260 265 260 262	400 440 420 810	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CCU & Bureau of Public Roads 2
O B McCullough
J C Nelson
L A [illegible]
S. A. Elliott

Testing Engineer

Form 163-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 12/7/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	15751	15752
Cylinder #	105	90
Date cast	11/29/22	11/9/22
Date broken	12/7/22	12/7/22
Age days	8	28
Station	455 plus 60	510 plus 50
Slump	1	1¼
Break lbs per sq in.	1152	2476

cc U S Bureau of Public Roads 2
Office
C O Kelley
G R MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Or. 401

Date reported 12/7/28 County Douglas

Source Beaver plant Job Sunnyville-Galesville

Date sampled

Quantity represented 173 bbls. Brand Beaver

To be used concrete pavement Sampled by L J Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13594 H. D.	173	I P 56301	17.0	1 - 40	4 - 40	OK	251 245 240 247	500 435 460 418	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 101-B—19140.

Oregon State Highway Commission

F A Ore 461 Douglas Co. Report of Cement Tests

Date reported 12/7/22 County Douglas

Source Beaver plant Job Canyonville-Calesville

Date sampled

Quantity represented 173 bbls. Brand Beaver

To be used concrete pavement Sampled by L.P. Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13884 H. D.	173	N P 34301	17.0	1 - 40	4 - 40	OK	235 245 260 247	350 425 460 412	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E Heafner

Testing

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 12/7/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	15751	15752
Cylinder #	106	90
Date cast	11/29/22	11/9/22
Date broken	12/7/22	12/7/22
Age days	8	28
Station	455 plus 60	310 plus 50
Slump	1	1½
Break lbs per sq in.	1152	2478

CC U S Bureau of Public Roads 2
Office
C C Kelley
G H MacVicar

Testing Engineer.

December 6th, 1922.

Mr. S. A. Moseri,
Canyonville, Oregon.

Dear Sir:

On November 13th we transmitted to you for payment, our Bill in the amount of $76.35 covering the cost of repairing damage done by your trucks in connection with the hauling of paving materials between Shady Point and Roseburg.

It will be necessary for you to withhold payment on your next monthly estimate in connection with the Canyonville-Galesville work until payment of this bill is received.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer.

HHP:AP

Paid 1/8/23
LED

Form 103-B—19146.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported 12/4/22

Source concrete pavement

Quantity represented ..... bbls.

To be used concrete pavement

County Douglas

Job Canyonville-Galesville

Date sampled .....

Brand Beaver

Sampled by L. P. Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13582 H. D.	231	N P 42002	17.0	2 - 05	4 - 50	OK	195 160 150 168	335 340 330 333	Passes 28 day test
Lab. No. 13583 H. D.	289	NTC 37185	17.3	2 - 00	5 - 00	OK	215 220 270 235	340 320 400 353	Passes 28 day tests
Lab. No. 13587 H. D.	231	C P 210282	14.1	1 - 40	6 - 10	OK	245 260 235 247		Passes 7 day tests
Lab. No. 13588 H. D.	231	C&NW 127938	14.8	1 - 35	5 - 50	OK	210 235 220 222		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 12/2/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	13694	13695
Cylinder #	85	86
Date cast	11/4/22	11/5/22
Date broken	12/2/22	12/3/22
Age days	28	28
Station	153 plus 60	164 plus 95
Slump	1½	2"
Break lbs per sq in.	3255	2769

CC U S Bureau of Public Roads 2
Office
C C Kelley
C MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 861 Report of Compression Test

Date reported 12/4/22 Lab. No. 13696

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #37

Date cast 11/6/22

Date broken 12/4/22

Age 28 days

Station 179 plus 00

Slump 2"

Break lbs per sq in 2830

CC U S Bureau of Public Roads 2
Office
C O Kelley
G E McVicar

.....
Testing Engineer.

Form No. 39.

261

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec. 2, 1922.

Job Name Canyonville - Glendale

Week from Nov. 27 to Dec. 2

Mail Address Canyonville Ore.

Highway Pacific

Telegraph or Telephone Address No.

County Douglas Job Prefix K.P.E.

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Owing to Cement shortage, very little has been accomplished during this week. Weather Conditions have not been idea, raining about 50% of the time. No frost. Owing to wet condition of all material. Grading is not to be completed very fast. About one week more to complete finishing from sta. 0 to 300.

RECEIVED
DEC 5 1922
HIGHWAY COMMISSION

Signed Geo. E. Mackie

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ..... 11 ½

Miles completed 4 3

Miles completed except finishing 6.9

Miles covered by contractor's forces ..... 11 ½

Miles cross-sectioned ..... 11 ½

Miles cross-sections completed and checked 2.0

Miles to be remeasured 7.0

Number men in Engineering Party 6

Contractor's average force for week ..... 10 ..... men,

..... 3 ..... teams, ... 4 ..... steam shovels

Grading work will be completed about ..... Dec 31-22

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locat- and other Field Engineers; reports to be mailed to Division neers not later than Sunday night and to be forwarded by them to Salem Office. Separate reports must be submitted for each job, single report shall cover more than one job.

NOT include in weekly reports matters requiring action by, or cial attention of, Division Engineers or others, unless these mat- e also taken up by a letter addressed to the attention of the nterested. Requisition for supplies, calls for men, requests for tion, and other matters requiring action or reply will NOT ttention, if made on this form.

t those sections of the above detailed reports which apply to ular class of work involved under the job covered by the

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ..... 11 ½

Miles paving completed 9.8

Average daily sq. yds. this week 630

Miles shoulders completed both sides ..... 4 ½

Contractor's average force for week ..... 66 ..... men,

..... 2 ..... teams, ... 12 ..... trucks

Percentage of total required yardage now in place 90%

Job will be completed about ..... Dec 31-22

Number men in Engineering Party 6

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 10 P.B ..... Percentage 100

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

For 8-A—19140.

Oregon State Highway Commission

F A Ore 461 Report of Compression Test

Date reported 12/6/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

LaN	13735	13744
Cylinders	89	104
Date Cast	11/8/22	11/28/22
Date broken	12/6/22	12/6/22
Age days	28	8
Station	304 plus 75	446 plus 60
Slump	1	1¼
Break lbs per sq in.	2830	919

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

.....
Testing Engineer.

Form 163-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 12/6/22 County Douglas

Source Beaver plant Job Canyonville-Galesville

Date sampled

Quantity represented ..... bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13710 H. D.		Bin 4	17.6	2 - 20	5 - 00	OK	220 225 260 252		Passes 7 day tests
Lab. No. 13711 H. D.		Bin4	18.2	2 - 25	4 - 50	OK	215 280 190 228		Passes 7 day tests
Lab. No. 13552 H. D.		G N 211668	16.4	2 - 10	4 - 50	OK	265 280 270 252	420 410 450 420	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
S E MacVicar

Testing Engineer.

15667—5M—6-21.

Oregon State Highway Commission

REPORT OF SAND TEST

F A Ore 461

Date Reported 12/6/22 Lab. No. 13561

Source 3.2 mi North of Canyonville on 3 Umpqua River Field No. 5905

County Douglas

Quantity Represented 1000 yds Job Canyonville-Galesville

To be used Concrete pavement Sampled by Moore

Report of Sieve Tests

Per cent retained on:

No. 4	No. 8	No. 14	No. 28	No. 48	No. 100	Passing No. 100
0.0	17.7	41.3	66.2	89.3	98.3	1.7

Strength Tests
1 cement: 3 sand

Compression				Tension			
This Sand		Standard		This Sand		Standard	
7 Days	28 Days	7 Days	28 Days	7 Days	28 Days	7 Days	28 Days
1925	2227	1618	2235	355	380	305	445
1925	2937	1718	3057	300	415	305	420
2176	3240	1822	2527	345	460	320	400
2007	2801	1686	2800	333	418	310	422

This sand 12.3 % Water.

Standard sand 10.4 % Water.

Compression	Tension	
119.0	107.3	per cent of standard sand, 7 days
100.0	99.2	per cent of standard sand, 28 days

Remarks: 28 day tests indicates that sand represented by this sample is suitable for use in concrete pavement.

cc U S Bureau of Public Roads 2
Office
C G Kelley
G E MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

P A Ore 461

Date reported 12/6/22 County Douglas

Source Beaver plant Job Canyonville-Calesville

Date sampled

Quantity represented ..... bbls. Brand Beaver

To be used concrete pavement Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 18710 H. D.		Bin 4	17.6	2 - 20	5 - 00	OK	220 225 250 232		Passes 7 day tests
Lab. No. 18711 H. D.		Bin4	18.2	2 - 25	4 - 50	OK	215 280 190 228		Passes 7 day tests
Lab. No. 18562 H. D.		G N 211680	16.4	2 - 10	4 - 50	OK	265 220 270 252	430 410 430 420	Passes 28 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G S MacVicar

Testing Engineer.

15667—5M—6-21.

Oregon State Highway Commission

REPORT OF SAND TEST

F A Ore 461

Date Reported 12/6/22 Lab. No. 18561

Source 5.2 mi North of Canyonville on S Umpqua River Field No. 5905

County Douglas

Quantity Represented 1000 yds Job Canyonville-Galesville

To be used Concrete pavement Sampled by Moore

Report of Sieve Tests

Per cent retained on:

No. 4	No. 8	No. 14	No. 28	No. 48	No. 100	Passing No. 100
0.0	17.7	41.3	66.2	89.2	98.3	1.7

Strength Tests
1 cement: 3 sand

Compression				Tension			
This Sand		Standard		This Sand		Standard	
7 Days	28 Days	7 Days	28 Days	7 Days	28 Days	7 Days	28 Days
1923	2227	1610	2235	355	380	305	445
1925	2287	1716	3037	300	415	305	420
2176	3240	1822	2527	345	460	320	400
2007	2801	1686	2800	333	418	310	422

This sand 12.3 % Water.

Standard sand 10.4 % Water.

Compression	Tension	
119.0	107.3	per cent of standard sand, 7 days
100.0	99.2	per cent of standard sand, 28 days

Remarks: 28 day tests indicates that sand represented by this sample is suitable for use in concrete pavement.

cc U S Bureau of Public Roads 2
Office
C C Kelley
G S MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 12/6/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	13735	13746
Cylinder#	89	104
Date Cast	11/8/22	11/28/22
Date broken	12/6/22	12/6/22
Age days	28	8
Station	304 plus 75	446 plus 60
Slump	1	1½
Break lbs per sq in.	2830	919

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 461

Date reported 12/5/22 — County Douglas

Source Beaver plant — Job Canyonville- Galesville

Date sampled

Quantity represented 462 bbls. — Brand Beaver

To be used concrete pavement — Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13703 H. D.	231	S P 34771	15.0	1 - 40	5 - 30	OK	215 235 240 230		Passes 7 day tests
Lab. No. 13704 H. D.	231	N P 37461	16.0	1 - 45	5 - 45	OK	200 220 215 212		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
Office
C C Kelley
O E MacVicar

Testing Engineer.

Form 108-A—19140.

Oregon State Highway Commission

F A Ore 161 Report of Compression Test

Date reported 12/5/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Jacksonville

To be used concrete pavement Sampled by .....

Lab.	13734	13697
Cylinder #	103	88
Date cast	11/27/22	11/7/22
Date broken	12/5/22	12/5/22
Age days	8	28
Station	435 plus 15	240 plus 18
Slump	1½	1
Break lbs per sq in.	848	3326

CC U S Bureau of Public Roads 2
Office
C C Kelley
G R MacVicar

.....
Testing Engineer.

P.S.S.P. PORTLAND

BEAVER PORTLAND CEMENT CO.

MAIN OFFICE, PORTLAND, OREGON.
PLANT, GOLD HILL, OREGON.

PORTLAND, OREGON

December 5, 1922.

Mr. Roy Klein,
Secretary, Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Your telegram of yesterday, regarding empties spotted at plant and Moceri's request that he receive some of them, is received. We received a similar request from Moceri, himself, direct.

We knew that Mr. Moceri was short because last week we did not receive an average of one empty car per day for loading from the railway company, and of course were unable to make the necessary shipments to Moceri.

Sunday we received two cars and shipped both of them to Moceri on Monday and today we shipped an additional two to him. If the necessary empties are received from the railway, we will do everything possible to see that Moceri is kept going, and as his job is now well on towards completion, we do not anticipate any difficulty.

The car shortage has been extremely bad for the last three or four weeks, but ought to come to an end some time, and we have been assured by the railway that it will not be so bad from now on.

Yours very truly,

BEAVER PORTLAND CEMENT CO.

By Buell C. Nelson
Assistant Secretary.

DEC 6 1922

BCN-M

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 12/5/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Cabeeville

To be used concrete pavement Sampled by

Lab#	13734	13697
Cylinder #	103	88
Date cast	11/27/22	11/7/22
Date broken	12/5/22	12/5/22
Age days	8	28
Station	435 plus 15	240 plus 15
Slump	1¼	1
Break lbs per sq in.	640	3324

CC U S Bureau of Public Roads 2
Office
C C Kelley
O E MacVicar

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported 12/6/22 County Douglas

Source Beaver plant Job Canyonville- Calesville

Date sampled

Quantity represented 462 bbls. Brand Beaver

To be used concrete pavement Sampled by L F Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13703 H. D.	231	S P 34771	13.6	1 - 40	5 - 30	OK	215 205 242 220		Passes 7 day tests
Lab. No. 13704 H. D.	231	S P 27461	16.0	1 - 45	5 - 45	OK	200 230 215 212		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
Office
S O Kelley
O E Knowles

Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported 12/6/32 — County Douglas

Source concrete pavement — Job Canyonville-Cobesville

_____ — Date sampled _____

Quantity represented _____ bbls. — Brand Beaver

To be used concrete pavement — Sampled by L. J. Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13582 H. D.	231	N P 42002	17.0	2 - 05	4 - 50	OK	195 160 150 168	235 240 240 238	Passes 28 day test
Lab. No. 13583 H. D.	289	NPC 37186	17.3	2 - 0	5 - 00	OK	215 220 270 235	340 320 400 353	Passes 28 day tests
Lab. No. 13687 H. D.	231	O P 210202	14.1	1 - 40	6 - 10	OK	248 280 255 247		Passes 7 day tests
Lab. No. 13688 H. D.	231	C&NW 127938	14.8	1 - 25	5 - 50	OK	210 235 220 222		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

cc U S Bureau of Public Roads 2
Office
C O Kelley
O E MacVicar

Testing Engine

Form 103-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 12/4/22 Lab. No. 13696

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Cylinder #87

Date cast 11/8/22

Date broken 12/4/22

Age 26 days

Station 179 plus 00

Slump 2"

Break lbs per sq in 2830

OC U S Bureau of Public Roads 2
Office
C C Kelley
O E McVicar

.....
Testing Engineer.

CLASS OF SERVICE	
Telegram	
Letter	
Night Message	
Night Letter	

If no class of service is designated the message will be transmitted as a full-rate telegram.

COPY OF WESTERN UNION TELEGRAM

DECEMBER 4, 1922

BEAVER PORTLAND CEMENT COMPANY,
[illegible] BUILDING,
PORTLAND, OREGON.

[illegible] PATTS SPOTTED AT YOUR MILL PLEASE GIVE HIM
[illegible] AT YOU C.T.

OREGON STATE HIGHWAY COMMISSION

cc. S. A. Moseri, Canyonville, Oregon.

[illegible] cement tests

The cement interests have made a proposal to stand the expense of the extra cement used provided the tests show strengths below standard. It will, therefore, be necessary to keep accurate records.

This arrangement will hold for the cement now on hand and to be used for the next week or until such time as Mr. Hall gives definite instructions for changing the mix.

Mr. Hall will keep in close touch with the situation and has instructions to change the mix, depending upon the strength the cement

F 818

PACIFIC TELEGRAM

THE PACIFIC TELEPHONE AND TELEGRAPH CO. — LONG DISTANCE TELEPHONE — BELL SYSTEM

CLASS OF SERVICE

TELEGRAM		DAY LETTER	SYMBOL DAY L.	NIGHT MESSAGE	SYMBOL NITE	NIGHT LETTER	SYMBOL N L.

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

RECEIVED AT 11:50 pm 33 pd NL Canyonville Ore 12-3-22

6-1-

State Highway Comm

Salem Ore

Two cars spotted at the cement plant today and five more to be spotted tonight- have only had two cars in four days Please give us aid in securing as many cars as possible

S. A. Moceri

Additional Cement Used.

The cement interests have made a proposal to stand the expense of the extra cement used provided the tests show strengths below standard. It will, therefore, be necessary to keep accurate records.

This arrangement will hold for the cement now on hand and to be used for the next week or until such time as Mr. Hall gives definite instructions for changing the mix.

Mr. Hall will keep in close touch with the situation and has instructions to change the mix, depending upon the strength the cement

PR61

December 2, 1922

Mr. Geo. E. MacVicar,
Resident Engineer,
Canyonville, Oregon.

Dear Sirs

Confirming telephone instructions of yesterday you will keep the second strip of pavement on the Canyonville-Galesville Section, closed to all traffic for a period of 40 days and to loaded trucks for a period of 60 days.

In view of the low strength tests on cement now being obtained, and our inability to test the cement before it goes into the mix, you will increase the cement contents by 10%, carefully recording the amount of cement used in excess of the specified mix and note carefully the stations between which each car of cement is used.

It is the intention to pay the contractor for the cost of additional cement used.

The cement interests have made a proposal to stand the expense of the extra cement used provided the tests show strengths below standard. It will, therefore, be necessary to keep accurate records.

This arrangement will hold for the cement now on hand and to be used for the next week or until such time as Mr. Hall gives definite instructions for changing the mix.

Mr. Hall will keep in close touch with the situation and has instructions to change the mix, depending upon the strength the cement

developes from time to time.

Yours truly,

ROBERT HUNT,
State Highway Engineer.

By

Assistant Engineer.

CCKsIM

cc. Bureau of Public Roads, Portland, Oregon.
cc. K. S. Hall, Testing Engineer, Office.

Form 102-A—19146.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 12/2/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	12694	12695
Cylinder #	35	36
Date cast	11/4/22	11/5/22
Date broken	12/2/22	12/3/22
Age days	28	28
Station	158 plus 60	164 plus 95
Slump	1½	2"
Break lbs per sq in.	3355	2750

CC U S Bureau of Public Roads 2
Office
C O Kelley
C MacVicar

Testing Engineer.

PR
61

December 2, 1922

Mr. S. A. Meseri,
Canyonville, Oregon.

Dear Sir:

In response to your wire of the 30th relative to cement supply, would say that we took the matter up immediately with Mr. Hans Mumm of the Portland Cement Association and the Beaver Portland Cement Company.

The Beaver Company says that the reason for delays is lack of cars and that they have been unable to secure adequate cars. They state that of the last three empties which they received two were shipped to the State Highway Commission. I urged them to give your job the preference so that the work may be completed at the earliest possible date and they assured me that they thoroughly understood the situation and would do the very best that they could. Mr. Mumm also promised to follow the matter up with the railroad company.

Very truly yours,

Secretary.

MAK:LM

Form 103-A—19140.

Oregon State Highway Commission

F A Ore 961 Report of Compression Test

Date reported 12/1/22 Lab. No.

Source Field No.

County Douglas

Quantity represented Job Canyonville-Galesville

To be used concrete pavement Sampled by

Lab#	13680	13682	13716
Cylinder #	84	83	401
Date cast	11/3/22	11/2/22	11/24/22
Date broken	12/1/22	12/1/22	12/1/22
Age days	28	29	7
Station	156 plus 20	152 plus 80	417 plus 75
Slump	1¼	1¼	1
Break lbs per sq in.	2338	2547	787

Lab#	13717	13718
Cylinder #	99	100
Date cast	11/22/22	11/23/22
Date broken	12/1/22	11/30/22
Age days	9	8
Station	400 plus 80	409 plus 60
Slump	2	1¼
Break lbs per sq in.	707	428

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

Testing Engineer.

Form 108-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore 161

Date reported 12/1/32 County Douglas

Source Denver plant Job Canyonville-Glendale

Date sampled

Quantity represented 1000 926 bbls. Brand Denver

To be used concrete pavement Sampled by L. P. Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13816 H. D.	231	N P 26982	16.8	2 - 15	5 - 00	OK	240 225 240 235	465 410 450 442	Passes 28 day tests
Lab. No. 13684 H. D.	231	C&NW 130282	15.7	2 - 15	4 - 50	OK	235 265 255 252		Passes 7 day tests
Lab. No. 13676 H. D.	231	N P 45456	20.2	2 - 20	5 - 10	OK	252 262 250 248		Passes 7 day tests
Lab. No. 13677 H. D.	231	SL SF 128822	20.0	2 - 00	4 - 50	OK	275 227 238 247		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.	CC U S Bureau of Public Roads 2 Office ✓ O C Kelley C E MacVicar								

Testing Engineer.

Form 103-A—19140.

Oregon State Highway Commission

F A Ore #61 Report of Compression Test

Date reported 12/1/22 Lab. No. .....

Source ..... Field No. .....

..... County Douglas

Quantity represented ..... Job Canyonville-Galesville

To be used concrete pavement Sampled by .....

Lab#	13680	13682	13716
Cylinder #	84	83	401
Date cast	11/3/22	11/2/22	11/24/22
Date broken	12/1/22	12/1/22	12/1/22
Age days	28	29	7
Station	156 plus 20	152 plus 30	417 plus 75
Slump	1½	1½	1
Break lbs per sq in.	2335 ✓	2547 ✓	707 ?

Lab#	13717	13718
Cylinder #	99	100
Date cast	11/22/22	11/23/22
Date broken	12/1/22	11/30/22
Age days	9	8
Station	400 plus 80	409 plus 60
Slump	2	1½
Break lbs per sq in.	707 ?	425 ??

CC U S Bureau of Public Roads 2
Office
C C Kelley ✓
G N MacVicar

..... Testing Engineer.

Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

F A Ore #61

Date reported 12/1/22 — County Douglas

Source Beaver plant — Job Canyonville-Glendale

Date sampled

Quantity represented ~~1274~~ 924 bbls. — Brand Beaver

To be used concrete pavment — Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13516 H. D.	231	M P 26962	16.8	2 - 15	5 - 00	OK	240 225 240 235	465 410 450 442	Passes 28 day tests
Lab. No. 13684 H. D.	231	C&NW 130282	15.7	2 - 15	4 - 50	OK	255 265 255 252		Passes 7 day tests
Lab. No. 13676 H. D.	231	M P 45438	20.2	2 - 20	5 - 10	OK	252 262 250 248		Passes 7 day tests
Lab. No. 13677 H. D.	231	SLSF 128822	20.0	2 - 00	4 - 50	OK	275 227 238 247		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G E MacVicar

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Form 103-B—19140.

Oregon State Highway Commission

Report of Cement Tests

P A Ore 461

Date reported 12/1/22 — County Douglas

Source Beaver plant — Job Canyonville-Oakland

Date sampled

Quantity represented ~~1274~~ 924 bbls. — Brand Beaver

To be used concrete pavment — Sampled by L P Baker

Sample No.	No. Bbls.	Car No.	Fineness on 200	Time of Set		Soundness	Tensile Strength		Remarks
				Initial	Final		7 Days	28 Days	
Lab. No. 13516 H. D.	251	N P 26962	16.8	2 - 15	5 - 00	OK	240 225 240 235	465 410 450 442	Passes 28 day tests
Lab. No. 13684 H. D.	251	C&NW 130282	15.7	2 - 15	4 - 50	OK	255 265 255 252		Passes 7 day tests
Lab. No. 13676 H. D.	251	N P 45438	20.2	2 - 20	5 - 10	OK	252 262 250 248		Passes 7 day tests
Lab. No. 13677 H. D.	251	SL SF 128822	20.0	2 - 00	4 - 50	OK	275 227 236 247		Passes 7 day tests
Lab. No. H. D.									
Lab. No. H. D.									
Lab. No. H. D.									

CC U S Bureau of Public Roads 2
Office
C C Kelley
G R MacVicar

Testing Engineer.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract number

Index:

INDEXING: Begins with: Contract #311,563 Ends with: Contract # 510

FLASH CARDS: Begins every new contract

Remarks:

Reel No. 3 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film MD 5 16mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 28 day of Feb., 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott Rhodes